AMA Regional // Sound advice

CYCLE NEWS®

WEST Volume XII:Number 35:September 9,

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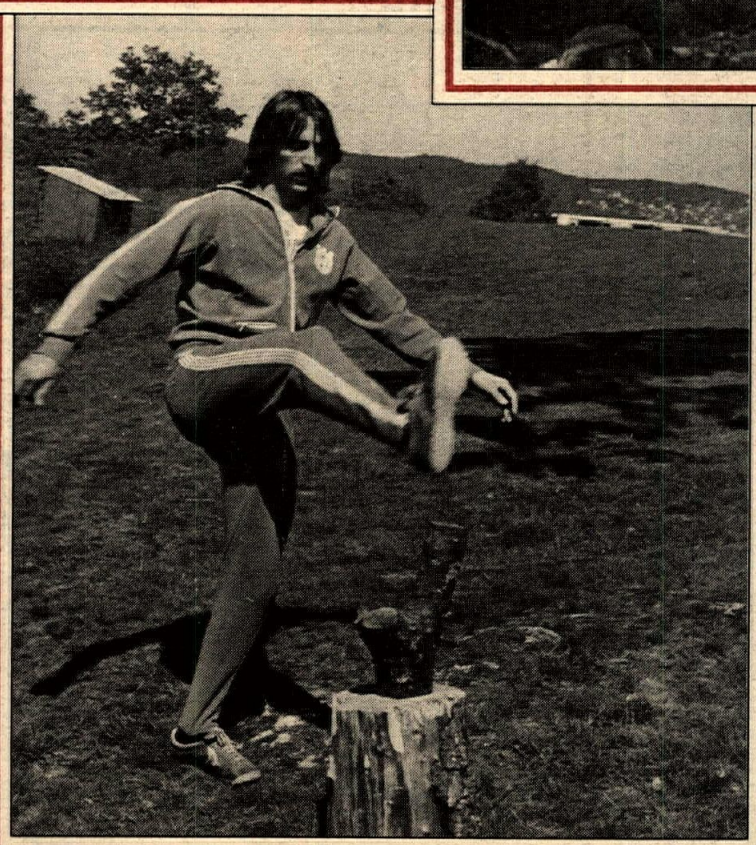
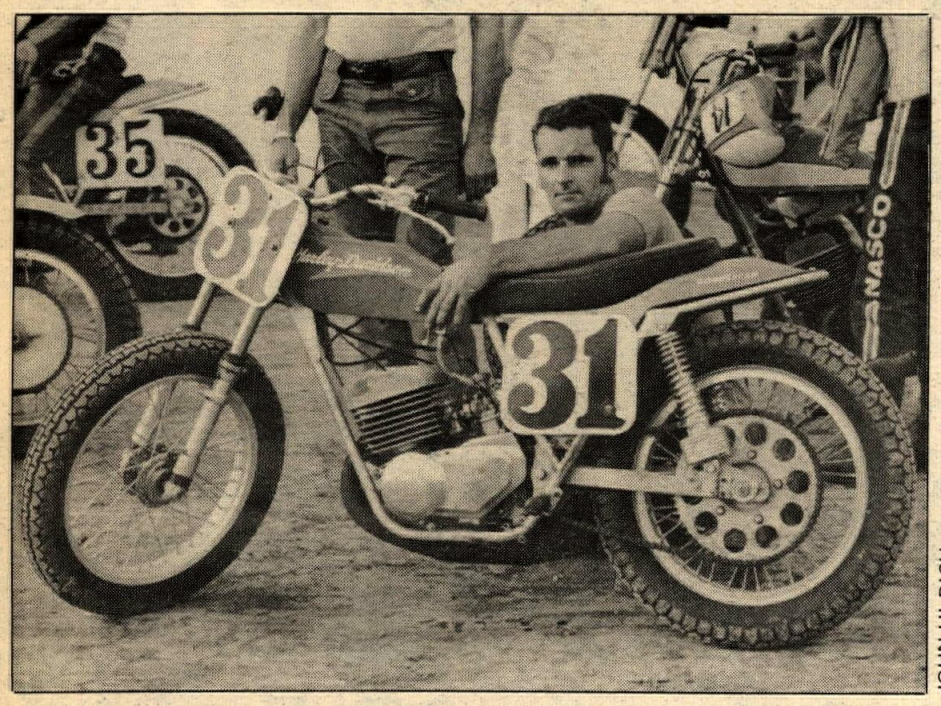


What is Brad Lackey doing?

Read all about it in 'How to tune your bod' series starting this issue

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



JOHN ULRICH

They said there was no such thing — but there was. With Rex Beauchamp's number, even. Roving reporter John Ulrich caught this SX-250 based short tracker at a local Illinois event around Peoria TT time.

AMA Grand National Point Standings after Indy Mile:

1.	Gary Scott	1113
2.	Kenny Roberts	889
3.	Jay Springsteen	745
4.	Hank Scott	497
5.	Corky Keener	496
6.	Rex Beauchamp	482
7.	Mert Lawwill	470
8.	Gene Romero	340
9.	Greg Sassaman	335
10.	Sonny Burres	297

There's a benefit swap meet at Bellflower CZ, 10464 Alondra Blvd, Bellflower, California all day September 7, proceeds going to the Cecil Merritt benefit. A drawing for a Hodaka Dirt Squirt and a '72 Harley Baja will be held at 4:30p.m.

Amidst all the flap over the corporation's probable demise, Norton-Triumph revealed last month, in England, a Taiwan-built 125cc two-stroke monoshocker. With a Mikuni carb, yet. Strange.

Two AMA Amateur Road Race qualifiers are set for the 2.7 mile circuit at Phoenix, Arizona — one October 25-26 and the other December 7. For entry blanks and info, contact Arizona Road Racing Association, 6741 E. Billings, Mesa, Arizona 85205 or call (602) 985-6359.

Bultaco says they will start producing the 360 Montjuic cafe racer next month, but for European sale only. The Montjuic may be available in the U.S. next February, we are told.

CRC has dropped the post entry for their Grand Prix, on September 6 and 7, from $50 to the low, low price of $20. Kind of appeals to the cheap skate in me.

For the 1975 Trans-AMA Bultaco has put all of its faith in their two American riders, Jim Pomeroy and Marty Tripes. Unfortunately, committments at the factory with R&D projects will prevent the appearance of former World Champion Bengt Aberg.

Did you know that Senor F. X. Bulto changed the official factory racing colors to blue and white in honor of Jim Pomeroy's Grand Prix victories? See what you learn when you read Papa Wealey.

It seems that Northern California Speedway riders are very upset because there is only one qualifying round for the championships being held in Northern California. What to do? What to do?

While Vesco was suffering from the wobbles at the Salt Flats, Can-Am motorcycles were setting records in the 125, 175 and 250 classes. All the bikes were stock except for a change of tires and gearing. The 125 set an average speed record of 89.766 mph blitzing the old record of 77.31. In the 175cc class there was no previous record so the bike had to go at least 80 mph. The Can-Am set a class record at 96.642 mph. The 250 broke the old record of 89.47 mph by turning 104.378 mph.

Johnny Cecotto edged out World Champion Giacomo Agostini for the 350cc Championship. Although neither rider finished in Brno, Czechoslovakia, Cecotto held the lead in the final standings by only 19 points.

The Can-Am Amateur MX Series moves on to Spillway Park in Santa Maria next week. If the racing up there is anything like this weekend's action at Carlsbad, you had better get yourself out there.

Team Tiger has dropped both Chris Weber and Bob Rutten leaving them with bikes, spare parts and the hope that they will continue as privateers.

Raising funds to send their band to Washington DC for the Bicentennial, Mission Viejo HS Band Boosters will sponsor eight HSMX events this Fall. The series begins Saturday, Sept. 20 through Nov. 8. The State Championship will take place Nov. 22-23 at Saddleback Park. For more info: (714) 559-0199.

The regular Thursday night Speedway program held in San Jose will be postponed until further notice due to the National Speedway Championship qualifier at Irwindale, Sept. 4.

E.W. Pete Colman, President of Motorcycle Industry Services Ltd., has been included in the 1976-77 edition of, "Who's who in Business and Finance." Mr. Colman was head of Triumph here and President of the fledgling MIC.

AC Bakken has picked up some big sponsors for the AC-Delco World Championships. Folks like Preston Petty Products, Shoei Helmets, US GP Boots, Impact Tools, Visor Vue, Hustler Products and Clymer Repair Manuals. With all of that backing its going to be tough to beat him.

We have found out the secret behind John Smith's success at the Super Bowl. It's the Stark difference in mechanics.

The new KTM's are out and about and they have some nice features like six-speed gear boxes, cantilever mounted gas shocks, and 7½ inches of front fork travel. They are also being handled through a new distributor, KTM Imports, USA, 9825 Mason Ave., Chatsworth, Calif. 91311.

If you plan to win the AC-Delco World Championships, you had better hussle over and see Jim Meyer & Associates. Not only will they do all pre-race magnetic and penetrant inspection, heat treating, shot peening or other related metallurgical services, but they are also putting up $50 worth of contingency money.

The sound of earth moving equipment is rumbling through our plush offices as Rawhide Park gets ready to host the D-37 CRC Grand Prix on September 6 & 7; They are building an all new six mile course for the event.

These legislators deserve a letter of thanks from each enthusiast in their district for co-sponsoring legislation which would make it illegal for the Federal Department of Transportation to withhold highway funds from states for not enacting mandatory helmet legistation: HR3869: Stewart McKinney, Conn., Dist. 4. HR6918: Stewart Mc Kinney; Glenn M. Anderson, Calif., District 32; John B. Anderson, Ill., District 16; Bob Carr, Mich., District 6; James M. Collins, Tex., District 3; Floyd V. Hicks, Wash., District 6; William Ketchum, Cal., District 18; James R. Mann, S.C., District 4; Dale Milford, Tex., District 29; Ronald A. Sarasin, Conn., District 5; Louis Stokes, Oh., District 21. HR6211:Sam Steiger, Ariz., District 3.

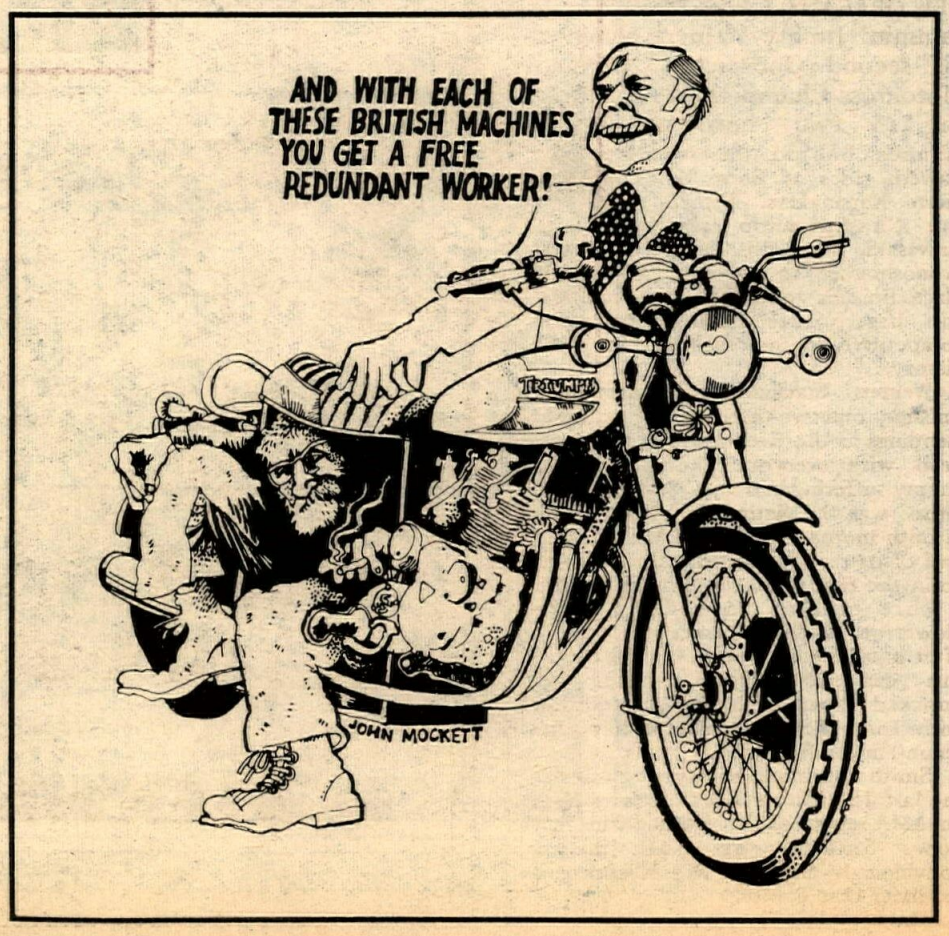
Oregon dirt-tracker Ray Carroll ended his "TT for Muscular Dystrophy" in the emergency room on lap 234 when his engine blew and pitched him off at Castle Rock August 24. Teammate Ed Hermann completed the 500 lap marathon while Ray was treated for a broken collarbone. Ray, who was circulating in the 17 second bracket at the time, is undaunted by the getoff.

Gaston Rahier wound up the 125 World Championship with a win in his home country of Belgium on August 24. Riding before a slightly partisan crowd Rahier posted one-two finishes to take the overall.

Did we mention that the folks at B.O.S.S. Motocross are throwing a benefit race for the National Motorcycle Patrol? It's at Helvetia Park, near Sacramento, Calif. the weekend of October 5. Call (916) 635-5240 for entry info.

Racecrafters International will offer Production racers a chance to pick up some fast bucks at the "Big O", Oct. 5. For more info, call (213) 876-3600.

Reg Pridmore and Gary Fisher (who rode BMWs for Butler & Smith West and East, respectively, at Laguna) will team on the same bike at the 24-hour Bol D'Or endurance classic at LeMans, France. Race date is September 20.



Mechanicals again put the jinx on Scott Autrey's bid to become the first American World Speedway Finalist in modern times. He blew his number one engine in practice for the August 24 European Final in Wroclaw, Poland, and netted barely three points with his backup machine. Ivan Mauger and Ole Olsen were one-two in the European meet, and along with Phil Crump and defending Champion Anders Michanek, will go to the World Final September 6 at Wembley, England.

Charlie Bethards, a 37-year-old machinist riding as a privateer out of Auburn, Washington, netted three golds in ISDT qualifying rounds on a Frontera. He's married, has four kids, and didn't start riding until he was 27. Not bad?

Inter-office communication

AMA advises us that Terry Tiernan has resigned from Norton Triumph Corporation and from his position as president of the AMA. Correspondence that would have been previously directed to the president should now be sent to Bob Rudolph as vice president of the association.

AFM elects new leaders

ANAHEIM, CAL., AUG. 26

The Los Angeles Chapter of the American Federation of Motorcyclists today announced the election of new club officers. Keeping the largest road race club in American "on the gas" into 1976 are new leaders Tom Hermon (President), Gordon Wilson (Vice President), Sharon Hawk (Treasurer), and David James (Secretary). Recently gaining nationwide attention with its progressive free-with-entry new rider training program, the AFM is noted for innovative racing programs.

Weinert clinches title, Smith sets win record

NEW ORLEANS, LA., SEPT. 1

Jammin' Jimmy Weinert clinched his second Open class National Motocross Championship by turning in two consistent performances behind the relentless, but flawed, rides of Steve Stackable and Pierre Karsmakers. Weinert, who won the Championship last year on a Kawasaki, took his factory Yamaha monoshocker to second and fourth place finishes to take first overall and the big points ending the most competitive motocross series in AMA history.

Weinert, Stackable and Karsmakers finished one-two-three in the national standings as the five man race came to a head with everyone except Jammin' Jimmy suffering bad luck. Suzuki's Billy Grossi was the victim of downed riders in both motos. Stackable's Maico broke half of its rear spokes with three laps to go in the first moto dropping him from a sure second to seventh. Kent Howerton couldn't garner the energy after injuries sustained in crashes earlier this year, and Pierre Karsmakers was knocked down in a mid-air collision with Tony DiStefano while battling for second in the final moto.

Smith continued his winning ways in the last 125 National of the year setting an AMA record of six National wins in a row. Smith won both motos convincingly ahead of Nils Nilsson and privateer Dan Turner.

The complete story next week.

FOR THE FIRST TIME IN THE WEST ..... THE TOP AMA NATIONAL RIDERS BRAVE 400 SHINY STEEL STUDS IN THE WILD, WOOLY WORLD OF PROFESSIONAL ICE RACING. THEY CHEW UP, SPIT OUT, AND SLIDE AROUND AN EIGHTH MILE ICE OVAL IN A FULL CLASS "C" PROGRAM GUARANTEED TO MAKE HOCKEY LOOK LIKE A GIRL SCOUT PICNIC ..... TOP RIDERS INCLUDE:

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next week in Cycle News

Measuring 'Body Horsepower'

part II of 'Tune Your Bod' series

AMA National Championships

New York Mile & 2 Louisiana MXes

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ON THE FRONT PAGE: Leap tall buildings! Be stronger than a bull! Throw the bull! Join Brad in the Tune Your Bod course beginning on page 36.

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VOICES OF THE WEST

Wild life at Saddleback

I can't help but comment on the squib about our "super-abundant" wild life here at Saddleback. The following are excerpts from a recent environmental impact study we did for our land use extension from the County.

"No rare or endangered vegetation or wildlife, as defined by state and federal officials, was found or is known to exist on the side. The Park, with its large areas of undeveloped brushland, presently supports an abundance of wildlife. The terrestrial animals are nocturnal and are little disturbed by the daytime activities of man where habitats are left undisturbed . . . Diurnal wildlife on the site are either burrowing or mainly aerial in habitat and are seemingly undisturbed by vehicular traffic."

Okay, Papa, here's more about the types or kinds of beasties we have. "Visual sightings of various species of fauna are found during the survey. The California ground squirrel, the side blotched lizard. Western meadow and horned larks, brown towhee, Brewer's blackbird and purple martin. Red-tailed hawk, sparrow hawk, marsh hawk, turkey vultures, raven and crow. Deer, bobcat, coyote, California gray fox, quail, kangaroo rat, pack rat, rabbits, and gophers."

Wattayamean, Saddleback is "a disaster area?"

JEFF JAMES
Manager
Orange, Calif.

I saw some ground squirrels too at Saddleback. There were in the pits trying to run people over. Also the foxes I saw weren't gray . . . Editor

Two points

The Desert Barons Team Race was a ball. But, several incidents occurred which proved the need for a message to some riders.

1. To the parents of the two very young boys riding mini-motorcycles across the trail near the beginning of the pits. Your failure to watch your two rug rats nearly caused them traumatic injuries and did cause one senior rider to take a spine jangling dive.

2. To the riders who brought non-district visitors and allowed them to race the course during the race. Those unknowing squids not only added to the hazards by creating additional dust, impeding competitors on roads and trails, but, their failure to wear helmets could have caused the loss of our ambulance to a racer.

JIM WILLIAMSON
La Mirada, Calif.

San Jose going to the dogs?

The Greyhound Racing People are wooing the Santa Clara County Fair officials with promises, etc.

It looks now that if the dogs are voted in that their racing will eliminate all the motorcycle events held at the Santa Clara County Fair (San Jose).

So it means that all those interested in the sport of motorcycle racing must start writing letters against Dog Racing.

These letters should be sent to the Santa Clara County Fair, 344 Tully Road, San Jose, or to your local State Senator/Assemblyman, the San Jose Mercury, 750 Ridder Park Drive, San Jose, CA 95190, attention Letters to the Editor.

If we don't do something soon motorcycle racing will soon be a thing of the past.

BOB BARKHIMER
Scotts Valley, Calif.

I like snake pits

My friend and I were riding in the woods when I saw this rattlesnake. I picked my feet up, tried to miss it and then proceeded to bite the dust. The snake coiled up and started rattling at me. My friend came up from behind a few seconds later. The snake took one look at my friend's KX 125 and took off so fast you wouldn't believe it. Afterwards we were talking about why the snake didn't like the KX 125. We decided that it didn't like bigger snakes with larger rattles, the KX 125 had a snake pipe with an Ex-Ducer.

TOM SPURLOCK
La Habra, Calif.

Ever hear the one about the migrating Wombats and Gypsies? . . . Editor

Lizards in danger

I enjoyed the articles written by the "environmentalist," and agreed with most of what he said. We have some well ridden areas here in Oregon and what he says holds true with these areas.

There is, however, one point I must object to in the last article of the series. The author states any animal within a quarter of a mile will be scared s---less by the sound of a motorcycle. Untrue, swamp breath. I see more deer trail riding than I do hunting. I've even come upon deer while in a cross country race. In my trail expeditions I have come upon two bobcats in separate encounters, many, many greydiggers, a few bees (close look at the bees), numerous birds such as hawks, robins, a couple of quails, a couple of pheasants, and herds of deer.

We have no lizard preserves here and I hope it stays that way.

PHIL PARKER
Corvallis, Ore.

Such a deal

Last week you ran a letter from Phil Darling about getting his Femsa ignition for his Bultaco rebuilt for only $30 instead of $120. The only thing you left out was the address of the shop. I decided to help you there, the address is Goleta Valley Cycle, 5729 Hollister Avenue, Goleta, CA 93017. Oh yes, we rebuild CZ ignitions also.

BUTCH LINDEN
Goleta Valley Cycles
Goleta, Calif.

We appreciate your assistance . . . Editor

An open letter to Gasten Rahier:

World Champion Rodger DeCoster has raced at Mid-Ohio Moto Park in the 1973 Trans-AMA, which he won, then again in the 1974 Inter-AMA, in which he was beaten by Falta, Velky.

After the race, I asked him why. His humble reply was, "I just got beat."

This is why he is a World Champion, and I respect him very much. I wish I could say the same about you.

On July 6th, in the U.S. 125 Grand Prix, Marty Smith blew your door off, and Mr. Deroover's also. Why can't you accept this fact, and stop knocking the AMA flag system, the Mid-Ohio Grand Prix track, etc. It was very evident that the race course and Marty Smith was more than you could handle.

PETER WEIDNER, JR.
President, Mid-Ohio Motocross
Mansfield, Ohio

Federal blackmail

Concerning the helmet law. I think it's federal blackmail. It shouldn't concern the government if you wear a helmet or not. I mean really, it's your life not theirs. Next, there will be a law telling you what time of day you can make love to your wife. I mean it's just as stupid, and that's what it's coming too.

MARK A. NEWQUIST
Garden Grove, Calif.

What good is a helmet going to do you when you are making love to your wife? . . . Editor

Good old boys

Please be advised that the results of the Geritol Generation Sweepstakes on August 2 at 395 Cycle Park should be corrected to read Norm Laney second, Dick Powell third, and "Big Mike" Hunter fourth.

The referee penalized Powell and Hunter a lap each after they "swore" they only cut the course to preserve the unblemished appearance of their scooters when they overshot the TT turn onto the jump and took the half-mile instead.

Congratulations and apologies to Norm Laney and we hope this correction will cause him to withdraw his alleged lawsuit.

HOPE ENGLAND
Adelanto, Calif.

Kookie is OK

I have heard from several friends that I was killed. Well, as Mark Twain said, "The reports of my death are greatly exaggerated." I am in semi retirement as I think my son, K.J., is capable of taking my place. If he fails to uphold my good record I may come out of retirement to further instruct the young whippersnapper.

He is doing rather well and has finished eight races. If he can finish another 300 he will equal my record. I just hope John can last that long.

I was rather proud of him last week at the Simi Valley Hare Scrambles. He fell on an uphill, (I could have cleaned it) but he hurried to the top and jumped back on.

I still come out to the desert every weekend and I am still very tough, growl, growl.

KOOKIE
South Gate, Calif.

We were a little suspicious of this letter when we got it mainly because of the lack of paw prints on it. Also there was cat hair inside of the envelope . . . Editor

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

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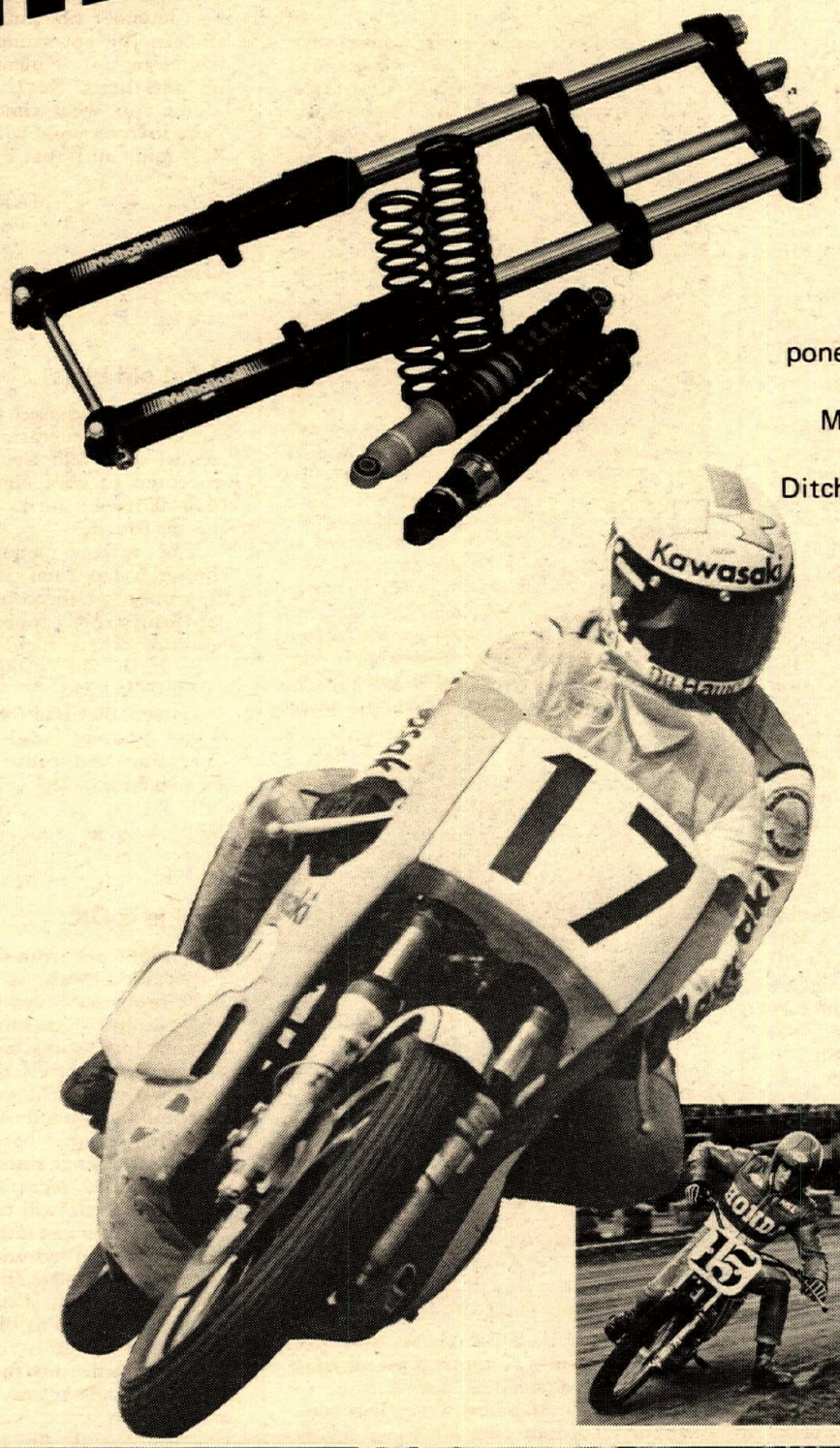

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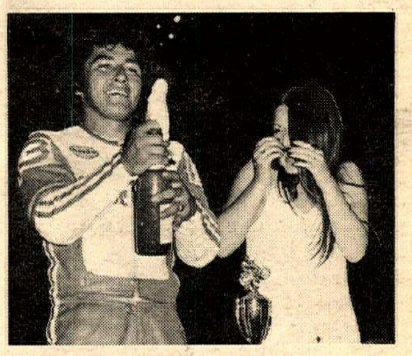

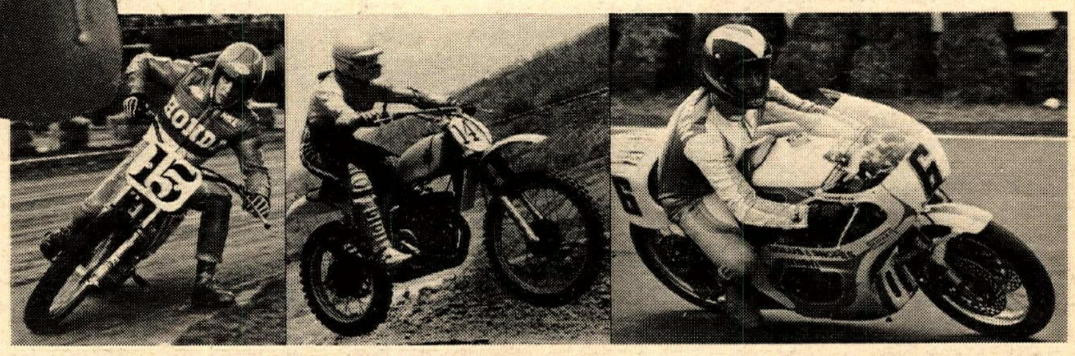

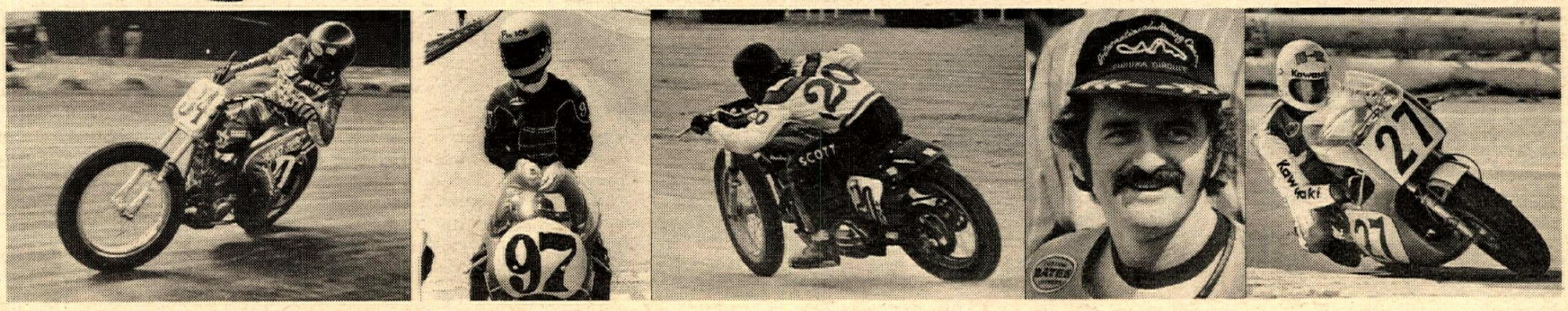

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Sugar Bear takes the win as Brad crashes

Ravenna 500cc National Motocross

By Jim Gianatsis

RAVENNA, OH., AUGUST 24

Never before in the history of American motocross has a National Championship Series worked its way to a more exciting climax. This year's 250cc Series finale at Lake Whitney, Texas, between Kent Howerton and Tony DiStefano for the 250cc title saw a battle that seemed impossible to top, but next week's 500cc National Championship final in New Orleans will certainly go down as the race to remember. The reason being, at New Orleans six riders have the chance to win the 500cc National Championship Series. The top contenders are Billy Grossi, Jimmy Weinert, Steve Stackable and Pierre Karsmakers, with outside chances going to Kent Howerton and Brad Lackey.

What brought it all about was this week's CZ sponsored event at Ohio International Raceway where Suzuki's Billy Grossi surprised everyone by taking the overall win. Not even Pierre Karsmakers who picked up second with the factory RC Honda, or Maico's Steve Stackable who placed third could match his pace. The only rider who was faster than "Sugar Bear" this week was last week's winner Brad Lackey, but a flat front tire on Brad's Husky caused him to crash twice during the second 45 minute moto while trying to pass the Bear for the overall win. Ravenna was race number four in the five event Series, and so far every race has been more exciting than the last with a different winner each time.

In the Support class for 250cc bikes, Bob Rutter from Benton Harbor, Michigan, easily won both 30 minute motos with his Bultaco to pick up the overall win. Last week's winner in Virginia, Paul "Sam" Dayton placed second with his Bultaco ahead of Shane Hruska, Yamaha.

The course at Ohio International Raceway had been almost competely reworked for this week's race. The biggest change included a natural terrain wooded section which was added to the course to make it almost two miles long with resulting lap times being well over three minutes. The new back section was perhaps the most challenging for the riders, but spectators chose to hang out around the old front section where an uphill ski jump had riders flying 20 feet high and 100 feet down track towards a sweeping turn. A jump over a creek, which caused many riders to endo in it's muddy bottom, also proved to be quite an attraction in the front section until AMA referee Chuck McCall removed it for the second set of motos.

Jimmy Ellis made his first appearance in an Open class race this year with the 355cc Can Am. This is the ill-fated big bore engine tried during last year's Trans-AMA Series rather than a bored out version of the more competitive 250cc bike. Jim seemed super quick during practice with the bike, but an endo in the creek during his qualifier, then a DNF and a 13th in the feature motos left him out of the standings. Marty Tripes, making his first appearance on Bultaco since breaking his collar bone, fared much better. John Savitski's mechanic, Bevo Forti hoped to run away with the mechanic's Mini National, usually held after the Pros finish playing around, but the event was rained out and Bevo will have to wait until next week to try out his 250cc Pursang powered mini bike!

Moto One

Other than Ellis and Tripes, none of the top Pros had to go thru qualifying this week. Grossi let everyone know right from the beginning who was boss as he blasted his Suzuki to the lead of the first moto down Ravenna's high speed sweeping start straight ahead of Karsmakers, Lackey, DiStefano, Stackable, Savitski and Ellis. Lackey didn't waste any time as he swept his Husky around Pierre on the second lap then settled down to a sedate pace, with DiStefano soon following his example.

Positions remained like this for about 15 minutes then Tony bailed off his Suzuki, losing two places as Pierre and Steve Stackable got back by. Savitski ended his ride for the day about this time with a seized engine in his Bultaco. Jimmy Weinert had gotten off to a bad start with his Yamaha and after having worked his way up thru the pack was just about in the process of picking off Tony for 5th when the YZ's engine began running sour. Jimmy wanted to pull over to see if it could be fixed, but mechanic Bill Buchka signaled him to keep running. It soon stopped on him out on the course and there was some controversy as to if he had received help outside of the mechanic's area to get it running again, but the possible disqualification penalty was later dropped. He finished the moto out in 23rd place, and with that poor finish Jimmy lost his points lead in the championship.

Near the end of the moto Pierre began to close up on Brad for 2nd place, despite the fact that the forks on his RC weren't working properly. "My damping went out in my forks, and I crashed twice because of it. The front forks would just slide out on me and I would go down."

Mechanic Dean Goldsmith relayed the information via chalkboard to Brad that Pierre was closing in. "I got the signal that Pierre was moving up on me from behind, so I started getting on the gas more. Soon I found myself catching Billy."

Two laps from the end of the moto, Bad Brad smoothly swept his 360 Husky around Sugar Bear to take over the lead and win the moto. The Bear got to keep second pace, but not by more than just a few bike lengths over Pierre. Behind them came Stackable, DiStefano, Terry Clark and Howerton. Kent "Bengt" was taking the race easy, nursing an injured wrist from a getoff the weekend before in Virginia cause by a snagged front brake cable. Husky teammate Mike Hartwig never even started the moto after his old back injury began to pain him during practice. Wyman Priddy and Gaylon Mosier had both been running well in the moto before they tangled on a high speed downhill jump and they both walked slowly away from the resulting crash with possible broken arms. Gary Semics DNFed with a broken Kaw engine.

PHOTOS BY JANETT SCHMIEDLIN

Final moto start, with Bad Brad (25) already hustling out front. No one knew he ran most of the moto with a flat front tire, lost it two laps from the end.

Moto Two

When Brad Lackey grabbed the lead of the final moto over Grossi and Stackable, it seems that Brad was well on his way to winning the 500cc National Championship despite having missed the first two races in the five race Series. Brad was playing things smooth and cool, looking so much in control that on the fourth lap no one noticed that his front tire had gone flat.

Everyone's attention was on DiStefano who was moving up, passing Karsmakers, Stackable and Grossi to take over second place. Tony was even beginning to make up some ground on Brad, then he got the Suzuki out of control and crashed hard. When Tony got running again, he was way back in the pack.

Despite the flat front tire Brad was trying to keep the throttle on his Husky pegged, but soon Sugar Bear and Pierre began moving in for the kill. Billy pulled his 370 Suzuki up beside Brad in the fast sweeper after the ski jump. Brad tried to dial on some more speed to hold Billy off, but when he did the flat front tire washed out and Brad went down. He quickly got back up and running again in third place behind Billy and Pierre, and ahead of Howerton, Weinert and Semics who were having a battle of their own which was just as exciting.

The spectators began going crazy as Brad got cooking again and caught up with Pierre. For two laps he hung on Pierre's rear fender, later claiming, "Every time I'd pull up beside Pierre he would center punch me!"

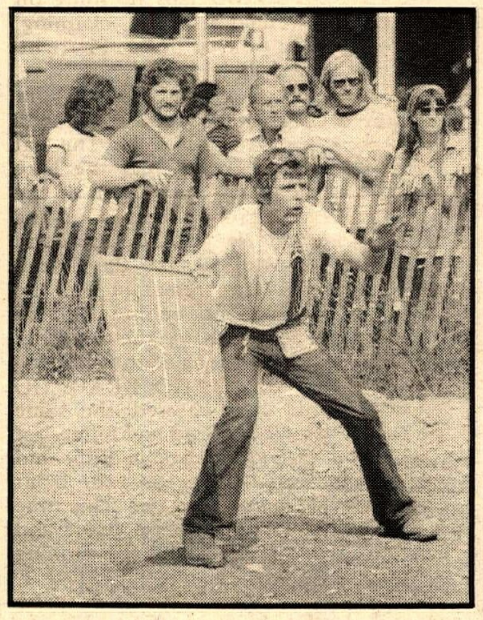
After two laps, Brad finally found room to make a clean pass around the Honda road block and set after Billy. The flat front tire on his Husky had the bike sliding and using up every foot of the track as Brad narrowly missed nailing trees by inches. He had to catch and pass Billy in order to take the overall win. With two laps remaining in the moto, Brad pulled up behind Billy as they flew 20 feet high off the uphill ski jump and over the heads of the cheering crowd - "GO BRAD, GO BRAD, GO BRAD!!!" As they entered the same sweeping turn where Brad had fallen last time, Brad pulled up beside Billy and just as had happened before, the front end of the Husky washed out. This time though, Brad went thru the fence and lost almost a lap before he got running again to finish twelfth.

It was an excited Billy Grossi who crossed the finish line in first place to give the overall win to Suzuki. For the Bear, and for his happy mechanic Brian Lunnis, it was their first major victory this year since the Florida Series. It also put them in the points lead going into the final round of the 500cc National Championship at New Orleans.

Pierre Karsmakers finished out the second moto in second to take home second overall for the day ahead of Steve Stackable. Kent Howerton improved his last moto finish to fourth to get fourth overall ahead of Terry Clark who was the fastest independent rider of the day. Jimmy Weinert compounded his first moto problems by jumping the gate at the beginning of the second moto and being penalized one lap at the finish. Tony Dee was forced to finish out the moto at a reduced pace because of a broken frame. ●

bad

One pit sign is worth a thousand words.



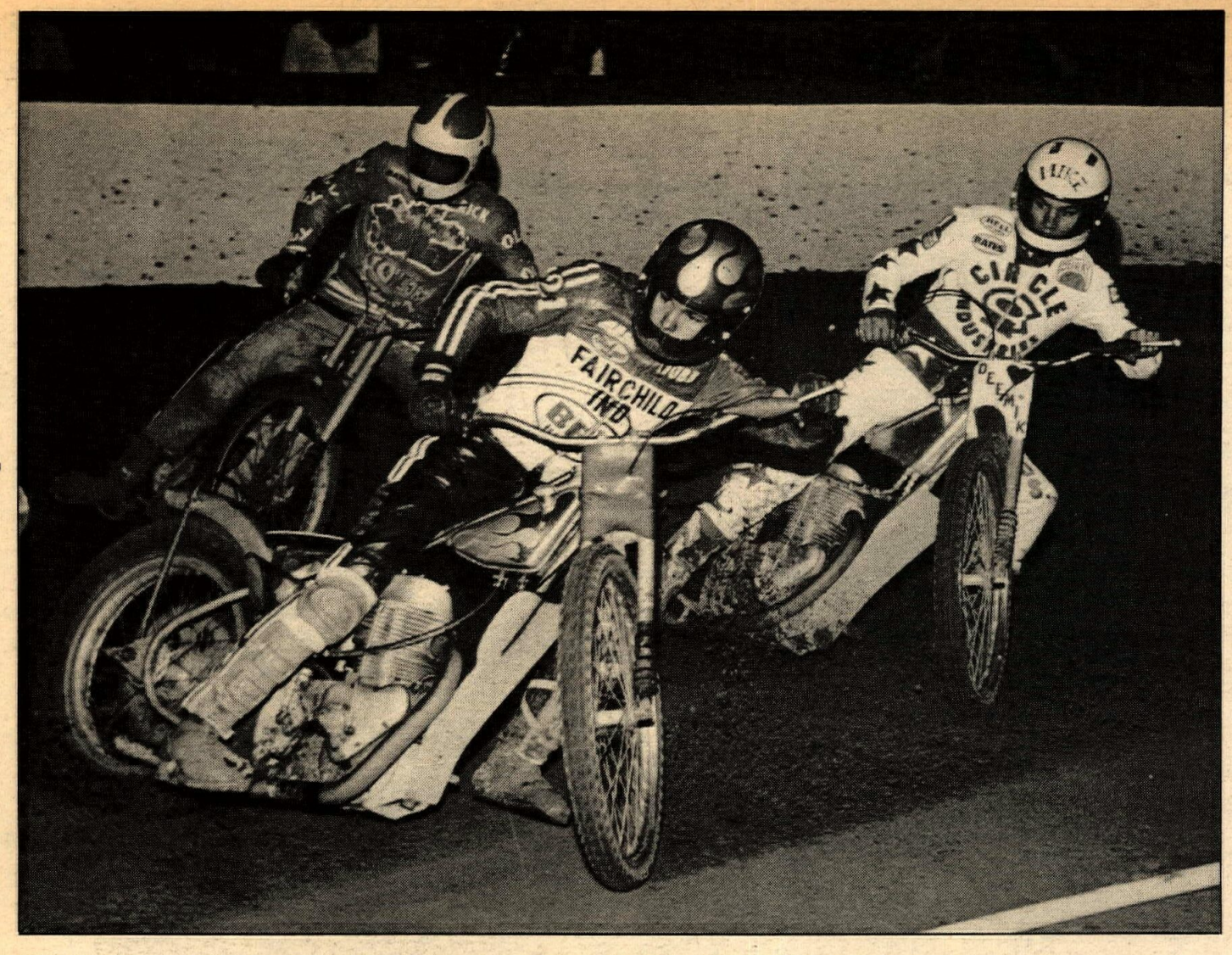
The Bear at speed, looking cool. The excitement came later.

Winning form? Bob Rutter took both motos of the Support class anyhow.

Results

500cc National: 1. Billy Grossi 2-1 (Suz); 2. Pierre Karsmakers 3-2 (Hon); 3. Steve Stackable 4-5 (Mai); 4. Kent Howerton 7-4 (Hus); 5. Terry Clark 6-7 (Hus); 6. Brad Lackey 1-12 (Hus); 7. Marty Tripes 10-6 (Bul); 8. Bob Harris 11-8 (CZ); 9. Tony DiStefano 5-14 (Suz); 10. Wayne Boyer 12-11 (CZ); 11. Jim West 9-16 (Mai); 12. John Ayers 20-9 (Mai); 13. Pat Richter 19-10 (CZ); 14. Steven Floyd 13-19 (Bul); 15. Thomas Wendell 17-20 (Mai); 16. Jim Weinert 23-15 (Yam); 17. Mark Blackwell 21-17 (Hus); 18. Gary Chaplin 8-30 (CZ); 19. Carl Zortman 18-21 (Yam); 20. Scott Jordan 14-27 (Bul).

250cc Support: 1. Bob Rutter 1-1 (Bul); 2. Paul Dayton 2-2 (Bul); 3. Shane Hruska 3-3 (Yam); 4. Jeff Bonasera 8-4; 5. Jack Mayer 9-9 (C-A); 6. Scott Ultnmann 14-5; 7. Haworth Jones 11-10 (Yam); 8. Scott Hall 13-12 (Hus); 9. Jeffrey Woodrow 23-7 (Hus); 10. Danny Steinen 19-13 (Hus); 11. Don Ruble 24-11 (CZ); 12. Scott McPherson 22-15 (C-A); 13. Don Kudalski 4-40 (Hon); 14. Jeff Piasecki 5-40 (Hus); 15. Danny Ashworth 40-6 (Bul); 16. Chris Rosell 6-40 (C-A); 17. Henry Halbach 7-40 (Mon); 18. Mike Priehs 40-8 (Hus); 19. John Bunting 10-40 (Mai); 20. Raymond Flanagan 12-40 (Yam).



Hard-driving trio: Dubb Ferrell at point, Rick Woods and Mike Bast trailing. Dirt by Ventura.

SPEEDWAY WEEK

Promoter changes track, Bast takes Sonny's purple hat

By Dennis Greene, John Bethea and Bill Kolberg

Ventura, California
August 26, 1975

The biggest crowd in Ventura Fairgrounds history came to see the Speedway show Tuesday night. It was "fox night" and all the girls got in free, it looked like every guy in town brought a woofie. There wasn't even rubbing room.

That crowd brought out the best in the riders with a superb night of racing. Dubb Ferrell pulled off one of his famous come-from-behind wins in the scratch main over Rick Woods and the Bast Brothers. Dubb finished just a foot in front of Mike Bast.

It was Rick Woods all the way in the handicap, picking off one rider after another up to Big Mike Konle, who was leading. Rick took it away and never looked back.

San Bernardino, California
August 28, 1975

Bruce Penhall became the first rider to win the handicap main event twice with a come-from-behind victory from the 40-yard stripe. Max Koemans, the early leader, crossed up coming out of turn two, virtually bottling up the field behind him. Penhall dropped inside and passed the bunch with some nifty maneuvering, then simply pulled away.

The night's most "popular" race, riding an undercurrent of crowd sentiment, was the handicap consolation. Randy Marsh was caught for a "rolling start" and penalized 20 yards, all the way back to the 40! Yet by the end of the first lap, Marsh had plunged his way into third. Randy took dead aim on the leader, improving his position each lap. Ultimately, the crowd on its feet roaring approval, Marsh collared Larry Shaw and the victory!

Newcomer Bobby Rodgers completely distanced his opponents in the third division main with a nearly one-third-lap win, while Dan Huckins doggedly held on over Gene Woods to take the second division main event.

Irwindale, California
August 28, 1975

They have been waiting for a long time for Billy Gray to crank out either a Handicap or a Scratch main event win here at Irwindale. But, the way Billy did it tonight, the fans nearly tore the place apart!

It was a back-yardage clan of racers who made it to the Handicap main. Dubb Ferrell from the 50; Mike Bast straddled the 40; both Bruce Penhall and Steve Nutter off the 30. And on the 20 were Jim Fishback and the "Wild Man" Gray.

When he gets in front, Billy is a tough individual to pass. As the gate went up, he got the track and sped to the lead immediately. It didn't take long for Bast to move into second, and by the end of lap two, Bast was in front.

Billy, however, never gave up. Crouched over his handlebars like a hawk eyeing his prey, he kept to the outside where he seemed to be finding some heavy traction. The pace kept up to the point where they were coming out of turn four to pick up the last lap flag when it happened. Gray's front wheel lofted and Billy went out of control. He drifted wide near the crashwall as they passed under the gate. The wheel came back down and Billy drove instinctively to the inside. Meanwhile, Bast got in a bit too hot into turn one, drifted wide, and Billy suddenly shot into the lead! Fishback, Penhall and Nutter all followed Gray around the bewildered Bast. When the checkered came it was all pandemonium for several minutes.

A few minutes later, the bigger bucks Scratch main came to the line and again it was a heavy lineup. Rick Woods drew the pole, Steve Bast, Bruce Penhall, then Jeff Sexton on the wall. Sexton pulled out the win after four solid laps of tight racing from the quartet. Woods got second, Penhall third and Bast fourth.

This week, things get rough with the qualifiers for the National Championship kicking off at this foothill track. There will be 32 races starting at eight p.m. with no increase in the regular spectator price.

Costa Mesa, California
August 29, 1975

When you say Speedway you think of a motorcycle on an oval-shaped track, a track with four left turns, or an in-and-out at each end of the track. This was not the case Friday night at Costa Mesa and it angered some of the top riders.

The inside pole at both ends of the track had been moved out to a point making just one turn at each end.

The surface was slick and made for a lot of lead changes. Moving the inside pole is great for racing because it makes the riders change their style just for the night. If they do not win a transfer, they get mad. But the old saying is, everyone is riding the same track.

Just last week Dubb Ferrell won both the Handicap and Scratch main events, but this week he had to settle for second in the Scratch behind Mike Bast and second in the Handicap behind Scott Sivadge.

Sivadge was the fireball all night, coming from behind to work his way into both main events. He took third in the Scratch main ahead of Rick Woods and even won the Handicap.

Bakersfield, California
August 30, 1975

It took seven weeks and Mike Bast to take the Purple Helmet away from Sonny Nutter. Sonny has beaten all the best in two-out-of-three match races and was looking forward to making it eight straight. Sonny had broken his bike and turned to Scott Sivadge for a ride. Like Sonny said, "when you set up a bike for yourself everything is different."

Mike Bast had a fine night of racing in regular competition, winning the Scratch main event over Bobby Schwartz, Dubb Ferrell and Bruce Penhall.

Guy Waterson may have gotten off to a late start in the '75 season, but he is making up for it night after night. This week he won the Handicap main event at Bakersfield and the Scratch main event at San Bernardino.

Only three more nights of Speedway for the 1975 season at Bakersfield. Saturday, September 13, Bakersfield will host a qualifying round for the U.S. Speedway Championship. The track will then close down for two weeks. Wednesday night, October 1, right in the middle of the County Fair, the California State Championship will be run. •

Results

SAN BERNARDINO, AUG. 28
HANDICAP MAIN: 1. Bruce Penhall 40. 2. Steve Nutter 30. 3. Bill Cody 30. 4. Jim Gresham 20.
SCRATCH MAIN: 1. Guy Waterson. 2. Bill Cody. 3. Brian Short. 4. Scott Sivadge.
HANDICAP CONSOL: 1. Randy Marsh 20 (40). 2. Larry Shaw 30. 3. Don Stubbs 10. 4. Soctt Sivadge 30. 5. Brian Short 20. 6. Mark Cherry 20.
SCRATCH CONSOL: 1. Jim Gresham. 2. Randy Marsh. 3. Jim Fishback.
VENTURA, AUG. 26
SCRATCH MAIN: 1. Dubb Ferrell. 2. Mike Bast. 3. Steve Bast. 4. Rick Woods.
HANDICAP MAIN: 1. Rick Woods. 2. Mike Konle. 3. Steve Nutter. 4. Bill Cody. 5. Larry Moon. 6. Mike Muntean.
FEATURE MATCH DIV 1: Fred Sidner.
IRWINDALE, AUG. 28
SCRATCH MAIN: 1. Jeff Sexton. 2. Rick Woods. 3. Bruce Penhall. 4. Steve Bast.
HANDICAP MAIN: 1. Bill Gray. 2. Jim Fishback. 3. Bruce Penhall. 4. Steve Nutter. 5. Mike Bast. 6. Dubb Ferrell.
FEATURE MATCH RACE: Ron Rose.
BAKERSFIELD, AUG. 30
SCRATCH MAIN: 1. Mike Bast. 2. Bobby Schwartz. 3. Dubb Ferrell. 4. Bruce Penhall.
HANDICAP MAIN: 1. Guy Waterson. 2. Steve Columbo. 3. Brian Short. 4. Larry Shaw. 5. Jim Gresham. 6. Nelson Fonte.
FEATURE MATCH RACE: Mike Bast over Sonny Nutter.
COSTA MESA, AUG. 29
SCRATCH MAIN: 1. Mike Bast. 2. Dubb Ferrell. 3. Scott Sivadge. 4. Rick Woods.
HANDICAP MAIN: 1. Soctt Sivadge. 2. Dubb Ferrell. 3. Rick Woods. 4. Steve Nutter. 5. Jim Fishback. 6. Bill Cody.

Product evaluation

SOLID-OX WELDER

By Rex William Reese

This product is for those of you who aren't heavy into welding, but don't want to be up the creek if something should break on your pet scoot.

The Solid-Ox welder really works, and does all those things that the ads claim, like brazing, soldering, welding, and other things that you might need a torch for.

With each kit comes the Solid-Ox welder, mounted on a carrier stand that holds a propane bottle and the oxidizer pellet holder. Included is a pair of dark protective glasses, a striker, an extra welding tip, a general assortment of pellets, and instructions. Any standard propane bottle will make it work, while the special Solid-Ox pellets can be bought most anywhere.

Advantages: It's light, compact, goes anywhere, and is easy to use with common sense. You don't have to worry about lugging around big bottles of acetylene and oxygen, gauges, or other things that may have scared you away from doing your own welding.

Disadvantages: It runs only 12 minutes at the most, and is not designed for heavy use. The oxidizer pellets smoke a lot and should be put into the pellet holder soon after lighting. Used-up pellets are extremely hot, and should be treated with caution after they are removed from the holder.

Oxidizer filters (which look like five-day deoderant pads) clog up after each use, and must be cleaned. After three or four uses, they have to be replaced. Little dessicant pellets are held in by the oxidizer filter, and spill out easily when you try to change the filter.

The most serious problem with the welder is its carrier stand, which tips over easily, but this can be corrected with a brick or rock to hold it down. Still, the hassles involved in keeping up a Solid-Ox welder can be lived with, provided care is exercised.

The Solid-Ox welder is useful for most minor-to-medium frame repairs, broken handlebars, and cracked or broken expansion chambers or exhaust pipes. It can be used on just about any sort of steel, including chrome moly, and can even braze aluminum. It is compatible with all the available welding and brazing rods and fluxes that conventional gas welders use. And it is especially handy in that all-too-often situation at trackside where you can't seem to find anybody with a welding rig. You don't have to be at the mercy of fate when your machine starts to go limp.

It works great. Available at Sears and Robot, Monkey Wards, and other fine establishments, from under $30.

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Juniors (13-16) — $3
Kids (6-12) — $1 Under 6 Free.

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1st Overall — All Classes	One pair Grand Prix Boots	$899.40
	Handlebar from House of Handlebars (choice of style)	120.00
1st & 2nd — All Classes	Bel-Ray MC1 2-cycle Six Pack	
1st — 3rd — All Classes	Certificate from UNI-Filters — contingent upon use of sticker (free at gate)	298.20
3rd — 5th — All Classes	16 oz. can of Bel-Ray Racing Chain Lube (total of Bel-Ray)	138.25
1st — 10th — All Classes	One Quart of Pennzoil 2 or 4 cycle oil	120.00
1st Overall — Jrs & Int	One year subscription to POPULAR CYCLING	108.00
1st — 16th — Jrs & Int	1 ND Spark Plug, choice of style and range	194.40
1st — 5th — Juniors	1 Free Columbia Record Album	357.00
INDIVIDUAL WINNERS		
1st — 125cc Junior	$25 Gift Certificate from Kawasaki of Pomona	$ 25.00
1st — 250cc Junior	460x18 Dunlop Sports Sr. Tire from Cycle Parts Norwalk	32.95
1st — 500cc Junior	Compression Release Kit from Victor Plastics Co.	13.95
Highest Finishing 125cc Jr. on a Honda	125cc Honda Up-pipe from CH Industries	54.95
Last Place rider in Junior class to be selected Sept. 5	A Bell Helmet from Valerians	39.95
1st—500cc Jr/500cc Int	$25/$50 Certificates from Waterbeds USA	
PRO AWARDS		
1st Overall, largest Class	70cc Indian Mini-Bike from Indian Motorcycles	$500.00
1st — 500cc Pro	$75 Gift Certificate towards purchase from Waterbeds, USA	75.00
2nd Pro — each class	$50 Certificate from Buchanan Frames & Repairing	150.00

SHOP CONTINGENCY — JERSEYS
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Riders must be wearing shop jersey to collect contingency

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Milne Brothers
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Glendale Yamaha
Eric Jensen's Super Cycle
D & R Cycles
Orange County Cycle

Awards from each shop:

1st Jr, Int, Mini Exp (with Jersey)	$50 Gift Certificate
2nd Jr., Int, Mini Exp (with Jersey	$25 Gift Certificate
3rd Jr, Int, Mini Exp (with Jersey)	$10 Gift Certificate
1st Pro — with Jersey	$100 Cash
2nd Pro — with Jersey	$ 50 Cash
3rd Pro — with Jersey	$ 25 Cash

Ed Kretz Jersey — 125 Jrs — 1st $15, 2nd $10, 3rd $5 — Certificates

GUARANTEED PRO PURSE:
$2,000.00

Payoff per class:

1st	— $300
2nd	— $125
3rd	— $ 75
4th	— $ 45
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6th	— $ 20
7th	— $ 15
8-11	— $ 10
12-16	— $ 6

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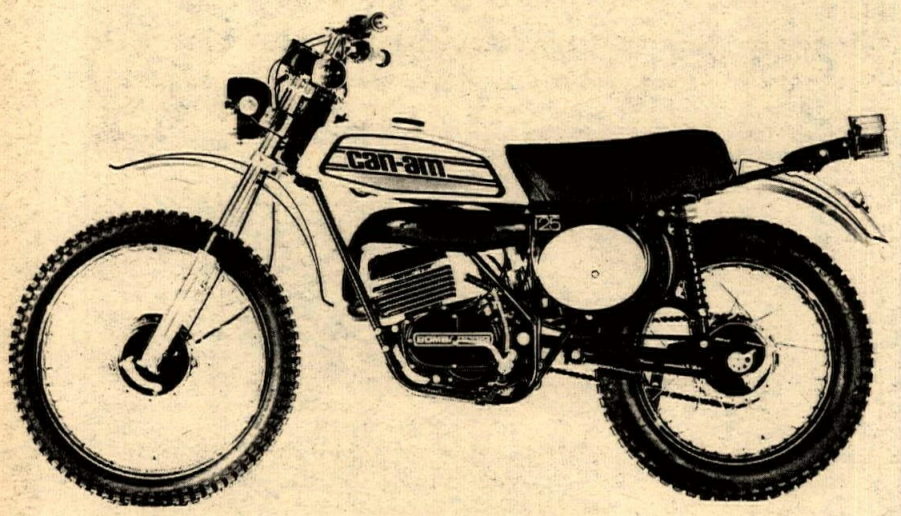

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CYCLE NEWS

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Opinion

The wrench speaks out

Here I sit, listening to the "Dodgers Are Dead" ball game, and thinking about the motorcycle industry as a whole.

I have been involved in motorcycles since 1956, and I am a professional mechanic. I make a fairly good living working on motorcycles, but what I see for the future concerning motorcycles is not good.

I think, in my opinion, I can finally assess the customer's and mechanic's position. I was a Service Manager for a large dealership for three years until I could not stand the pressure any longer. I carried the weight of this job everywhere I went. I will comment on some of the most frustrating points I have come across.

1. Dealership attitudes (owners). Their first and primary concern is the dollar. Great! I enjoy it too. We are all involved in free enterprise somewhat. Most dealerships do not offer their employees any benefits, medical or otherwise, compared to other businesses dollar-wise.

Most dealers think of a mechanic as an unscrupulous character, of low esteem and decadent mannerisms. Their first complaint is they can't hire good, competent help. Well, what do they have to offer? No pension plan, no credit union, no insurance or very poor coverage (if one wants to buy it), no sick pay, poor working conditions, insufficient shop tools, no visible parts inventory, and above all, poorly-trained Service Management personnel. Now I ask, how are you going to lure good competent mechanics into the industry when all that's offered is a paycheck that they earned anyway?

The average mechanic is a young man, who is interested in motorcycles. His idea is to start working on motorcycles from scratch or with very little knowledge, and will usually work cheap so he can learn as he goes, at the customers' expense. Of course there are schools you can attend, but one or two years is not sufficient to really do good work in the open job market. Most of the younger guys get discouraged with their employers' attitudes and then move on.

A remark I recently overheard a customer make was, "Everytime I come in here there are new people, why?" The next motorcycle shop you enter, look for a mechanic over 30 years old. Ask the Service Manager how much experience mechanics have on your brand of motorcycles. I think you'd be shocked. Did you ever ask to talk to the mechanic that worked on your bike? To describe what was wrong with your bike? No. they don't want you interviewing someone that they think is incompetent and might give you doubts that can't be absolved.

Most dealerships think of their service departments as a necessary evil, and maintain them because of distributor pressure and agreements. Granted, the distributors have schools to train and update on new models, but the dealers will not let a mechanic go. If he makes good money, they don't want to lose his day's pay. Also, they figure if he does learn something, he will look for a better job. My answer to that is to have schools at night.

So the mechanic has to learn as he goes, again at the customers' expense. So I say customers, don't complain about the mechanic. You want decent work for your money, start at the top and demand it!

2. Parts pricing. The motorcycle industry is the only industry I ever heard of with the profit margin it enjoys. No wonder big business has bought into it in the last few years. Most parts managers have the attitude that the motorcyclist is a type of fellow that not only rides his bike for economical transportation, but also enjoys it. So to keep it running reasonably, he will pay through the nose, and I feel bad to see them do it. I am truly shocked and dismayed at the price of motorcycle tires compared to car tires. Car tires hold up more weight and last five times longer. There is no reason for it. I don't see why Winston or Goodrich, etc. can't make a good, economical motorcycle tire. You are charged what you will bear.

3. You the customers. First and foremost, *no one* makes a perfect motorcycle (yet). Any machine has an inherent quality called production manufacturing defects. There is no one who doesn't make mistakes. I read Consumers Union reports and all the cars they test have sample defects. Also, if you think the bike you ride now is noisy, hard-starting, leaks oil, etc., take a ride on an older bike or talk to an owner of one of the big singles. *Shudder!* But I agree that for what they cost, they should be relatively troublefree. It should not need a major tune and service every 1,000 miles.

4. Accessory parts. Racks, crash bars, shock absorbers, etc . . . How can you guys charge the money you do for things that don't fit? Nine out of 10 crash bars either have to be filed, slotted, or bent to fit, and at the least bump, give away anyway. Headers — four-in-one etc. They leak, are too loud and the motor usually runs worse than stock mufflers. Granted, they do sound good, but $160 for four pipes and a fibreglass muffler? I drive a one-ton V8 Dodge van. A complete set for the van, four tubes each side with gaskets and bolts, costs $55. If that is not exploiting the average motorcyclist, then I'll never see it. Also the set for the van fits and does not leak, plus increases the gas mileage.

Well, so much for what I've been thinking. The Dodgers lost and I'm not bitter. They gave the game away.

So, I say, next year I'll probably be in a different line of employment. I think the majority of the motorcycle public will get fed up and boycott the high cost of parts and poor service. I don't know what the solution is, I only know it is getting worse. I wish I could help! In the meantime, I will continue to ride my bike to work, also in District 37 events, and hope it doesn't break. It's getting harder to explain to the wife that I need a new part. She says, how much is it? I tell her, then duck. All I can say is please! I need to ride my motorcycle and relax.

R. D. Baker

Around the Pucker Bushes & through the rocks

Well, I attended my first Competition Committee meeting the other night. I figured after four years in District 37 that it was about time to find out what this organization had to offer and, hey, was I surprised.

The committee meets on the second Thursday of every calendar month at the Los Angeles Police Academy which is adjacent to Dodger Stadium. These particular meetings are held so that riders can protest other riders' actions or the club sponsoring an event.

What surprised me most the other evening was an amazing lack of presence. That is, after milling around at the CRC race and listening to every kid and his father snivel there were only three that had enough interest to go through proper channels and get something done about it. CRC is now on probation pending the outcome of their Grand Prix in September.

Another popular cry of late has concerned "Check Seven" at the recent ARMC Hare and Hounds. Only one rider who became disqualified for missing that check has been reinstated with full points because he showed interest enough to protest it. Phooey to all the rest of you for not even caring. Although a blanket reprieve was discussed, the Board felt that such apathy warranted no action on their part. How many points did you lose because of that check?

A final example stresses the Golden Rule of desert racing and that is "You're on your own, Boy." This seems fitting due to the circumstances surrounding the 100's M.C. (a very independent club) at their European. Seems one rider, Hotshoe A, and the other rider, Hotshoe B, diced it all through the Open class race, but A couldn't quite pass B. When Hotshoe B cut a very little bit off the course several hundred feet from the finish without losing, or gaining, any lead footage, the other rider who received second told his mom all about the bad guy. Mom has subsequently raised hell with the 100's referee and president ever since. Mom *hasn't* taken the matter before the committee and even if she did it wouldn't do any good; her son, who is a big boy, can be the only one to protest, but even that can't be done now as a typed letter explaining the facts must be received by your steward within 10 days of results reception.

The chef welcomes you

Although Paul Hamption is not a chef, not even a cook, he does deal in delectables of a sort. If you have *ever* been to a desert race you know that I am speaking of ol' dependable himself, none other than Pauls Catering, Barstow, California. In four years Paul and his wagonload of hot 'n cold goodies (guaranteed fresh daily) has only missed *two* races. In the summer months you will see several trucks selling food at a price that makes it hard to swallow, but come fall they go south for the winter while Paul remains to feed the frostbitten troops at standard caterers' prices. In case you still don't know him, he's the cat with a *deep* desert tan. And if your wife won't listen to your B.S., well then talk to Paul, he's got a deaf ear for that sort of thing.

Pop another top

And on a final note we refer back to the 100's M.C. and Fred Holdorf. Fred is bidding adios and packing his bags and heading for France. Fred and his invincible four wheel have been an integral part in desert racing for many years. The Coorsman will be missed greatly by all those he has helped, but we'll never say goodby, just "see ya in a few."

Biz

Fun & Games Department

By Mike Anderson

Part 1. Match correct last to first name at right.
Part 2. Complete puzzle using riders' last name only Circle correct spelling when you find it. Names appear vertically, hoizontally and diagonally, never backwards.

— Rex	— Ken	— Gary	— John	— Rich
— Jimmy	— Tony	— Marty	— Marty	— Peter
— Bruce	— Gaylon	— Steve	— Gary	— Billy
— Mike	— Jim	— Pierre	— Kent	— Mike

H	O	W	E	R	T	O	N	L	F	Y	E	U	K	S	E	Q	W	H	U
O	P	H	C	S	N	K	Z	T	Y	H	L	I	P	S	T	A	T	E	N
J	D	E	V	D	A	U	K	M	D	O	L	F	W	M	L	N	H	U	J
B	A	V	D	E	S	O	T	O	N	D	I	Y	T	I	D	C	O	G	K
F	G	T	U	O	J	S	W	D	E	W	S	H	X	T	I	F	R	Y	A
Z	A	H	R	T	M	F	D	E	I	K	D	S	E	H	L	E	W	O	R
O	J	F	E	T	A	N	D	Y	I	S	M	F	E	R	X	Y	A	K	S
B	H	Y	I	L	G	T	H	R	F	C	T	O	M	B	H	R	L	O	M
H	B	U	G	E	R	U	J	N	J	O	N	E	S	P	U	R	D	O	A
K	I	F	V	Z	C	L	M	B	D	E	W	K	F	O	H	T	S	J	K
N	D	E	M	O	S	I	E	R	M	B	S	P	O	A	J	T	O	G	E
W	H	U	U	K	S	K	G	X	S	E	T	Z	W	Y	N	M	N	L	R
E	L	Y	T	R	I	P	E	S	N	R	A	P	O	H	F	O	K	N	S
I	H	N	D	X	C	R	E	Y	I	K	C	L	M	S	K	U	J	G	E
N	H	B	A	R	O	N	B	D	E	R	K	I	J	U	E	D	A	S	T
E	T	H	J	F	E	A	R	U	N	Y	A	R	D	M	E	M	K	U	H
R	K	M	G	R	T	U	V	D	R	E	B	M	G	B	E	S	I	K	C
T	J	Z	L	A	M	P	U	U	K	C	L	O	K	F	C	E	X	C	H
K	M	H	Y	J	R	E	D	C	S	G	E	K	M	B	Y	T	R	V	S
L	H	A	R	T	W	I	G	J	G	T	F	V	U	I	K	O	P	L	M

(Solution next week)

1. Baron
2. Desoto
3. DiStefano
4. Ellis
5. Grossi
6. Hartwig
7. Howerton
8. Jones
9. Karsmakers
10. Lamppu
11. Mosier
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5	250 Husky 32 to replace 32	$77.95	21	175 Penton 34mm	$80.95
6	250 Husky 34 to replace 36	$80.95	22	125 CZ 32mm	$78.95
7	250 Husky 32 to replace 36	$77.95	23	125 Husky 32mm	$78.95
8	360 Husky 32 to replace 32	$77.95	24	360 Husky 36 to replace 36	$89.95
9	360 Husky 34 to replace 36	$80.95	25	360 Husky 38 to replace 36	$93.95
10	360 Husky 32 to replace 36	$77.95	26	400 Husky 36 to replace 36	$89.95
11	400 Husky 34 to replace 32	$80.95	27	400 Husky 38 to replace 36	$93.95
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			33	250 CZ 36mm	$86.95

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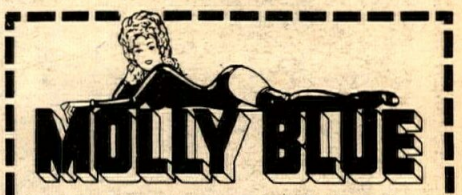

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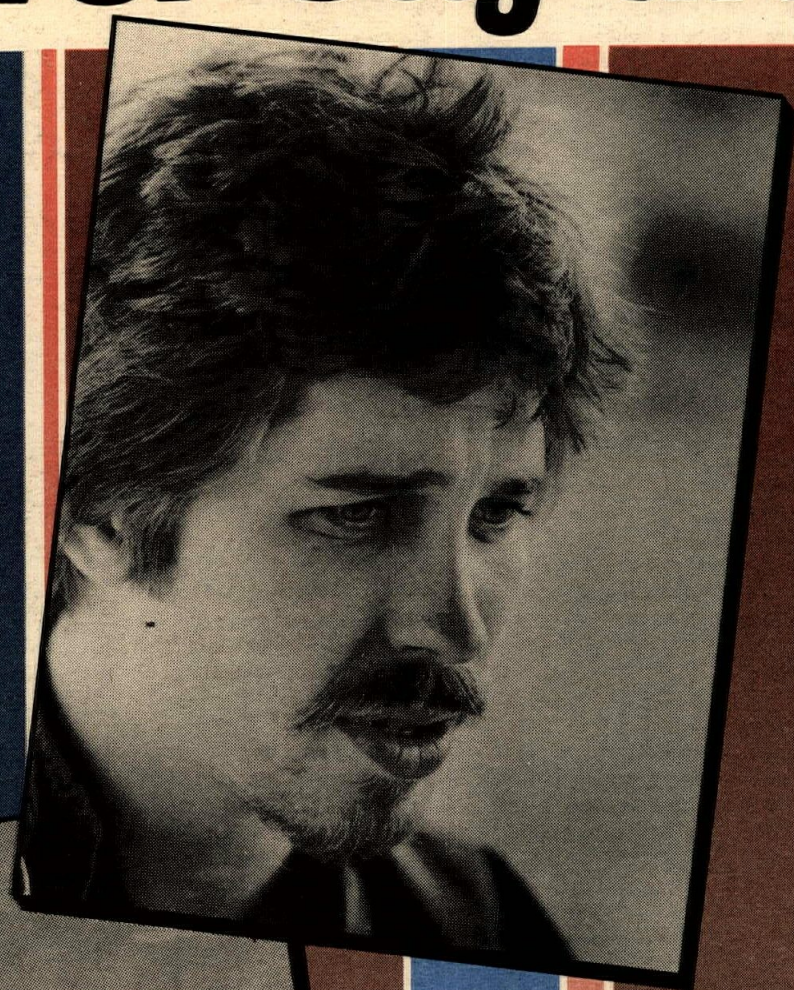
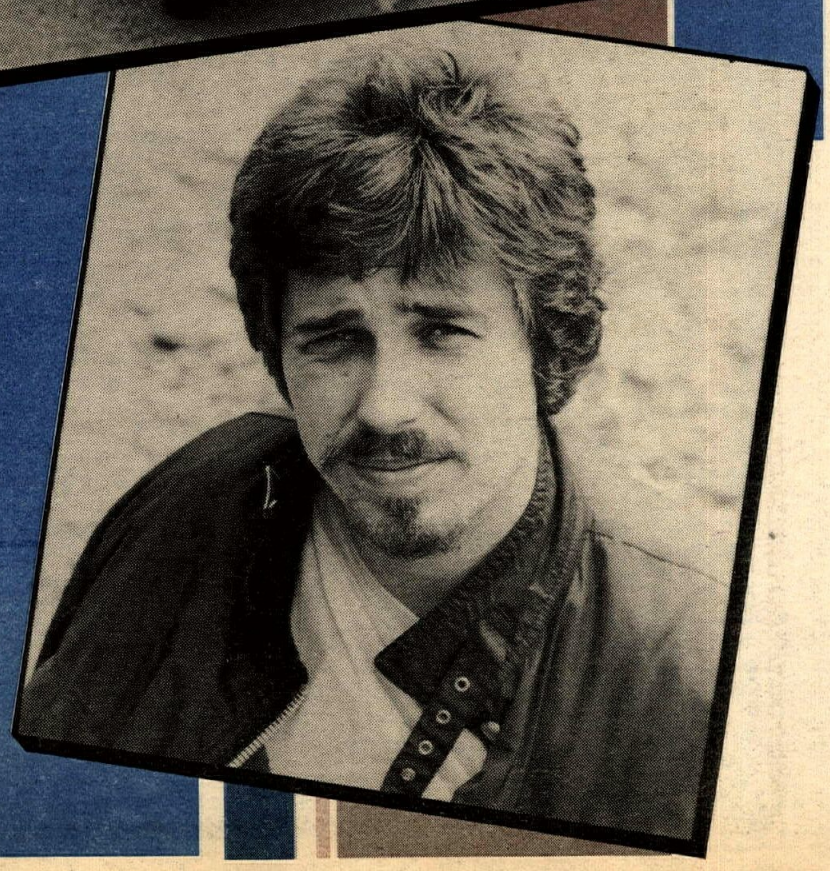
Gary Fisher: Never say die...





By John Ulrich

"I could take the motorcycle and within one race have it to where it could beat any of Kel's bikes, no problem."

"You don't think you have any trouble beating Kenny Roberts?"

"No problem. I've beat him before. He wakes up in the morning, just like everybody else. He's really a great rider, and he's matured into a fantastic racer."

The man being interviewed is Gary Fisher. At age 23, Fisher has the distinction of having been both recognized as one of America's finest road racers, and summarily forgotten by the big factories at contract time. Now living in Parkesburg, Pennsylvania with his wife Christy, and awaiting the arrival of his first child, Fisher has shown up for the June Can-Am Challenge Series races at Laconia, New Hampshire.

His Butler and Smith BMW's transmission seized in Unlimited GP practice Sunday morning, and the resultant get-off tore ligaments in Gary's left shoulder. It is while sitting in the pits with his arm in a sling that Gary Fisher talks about racing.

"Right now my plans this year are to finish the AMA races, riding the little (250cc) Harley for the little bike race. Hopefully, I'll have a 500 Harley for the big race, but I don't believe that will happen because they're not bringing them in. So I'll continue to ride the BeeEm and try to do as well as possible and win the production races, do a couple of selected club events, and probably the rest of this Can-Am series.

"If I can talk BMW into it, I'm going to put some high handlebars on the BeeEm and run it in the Mile. It would surprise people how well it does. It would be as fast as an XR. You don't have very much of a ground clearance problem on a Mile, so I think it'll work. It sure would be fun to ride something different than everybody else and be able to beat 'em.

"Next year I'm looking forward to just getting heavily into the road race championships they're (the AMA) gonna have, and shoot for Number One in both classes--250 class and Open class. The little Harley will be really good in the 250 class. If Harley has a big

and don't forget to rock and roll

bike, I'm sure it will be competitive. If not, I'll have to do something else--maybe ride the BeeEm in the big class. Definitely a BeeEm for the production races, with more emphasis being placed on the production class because of sales connected with advertising and stuff. The production races sell a lot of motorcycles for BMW."

At Daytona it was surprising to find Fisher, who always goes well there, without a big bike ride and a Harley-Davidson ride that was arranged only at the last minute. We ask how he'd been overlooked.

"How soon they forget," says Fisher. "At the time I still had bikes of my own--Yamahas--but needed a bunch of bits. Yamaha wanted money for the pieces and dealing with Yamaha gets to be a pain in the ass after about five minutes. I just decided to go to Daytona and get a ride. If anything, I thought for sure I could get a standard TZ to ride. But it seems as though everybody had given them away to a bunch of nerds before I got there and got squared away.

"I had asked Suzuki for a ride after Gary (Nixon) got hurt. I talked to Suzuki several times and let them know that I would be quite interested in riding their bikes. They were hoping Nixon was going to be able to ride. Then when Barry (Sheene) crashed, they had another bike open. After they decided not to let Gary ride when he hurt his arm again, they still didn't want me to ride. There's only so many times you can ask someone for a ride.

"I'm glad the little bike ride worked out. The little Harley would've been good if there wouldn't have been the same old thing--politics. Whoever yells the loudest and raises the most hell gets the best bike. If we had got all the bikes tuned in properly on Friday after the heat race. . .

"The spare bike, which I rode in the heat race, we got straightened out immediately with about three or four laps of practice. We selected the right gear ratios and internal gear ratios, and the bike worked really well. I think that if I'd had a little more time on the bike I could've beat Kenny in the heat race, and gone on from there to prepare the bike properly. When I showed up at the race track on Saturday, I was just notified that my motorcycle wouldn't be ready for practice. I asked them why, and nobody wanted to tell me why. Finally they came across and told me that (Gary) Scott raised a bitch. He wanted the good ignition and the gears and stuff that I had picked out. Naturally, they didn't have more than one set, so they disassembled my motorcycle to make his good.

"He got second in the race with the good motorcycle, and I continued to drop back from the first lap because the motorcycle was. . .junk. It just wouldn't run. Finally, about three laps from the end, the pin that holds the slide from twisting came out of one carburetor and jammed the throttle wide open. I pulled into the pits and they couldn't fix it. There was no point in going on anyway.

"The bike definitely has potential if we can get those people to leave their hands off it, and if they would do a few things that we know work on Yamahas. They're trying to do things we found out ten years ago don't work on Yamahas. It's a good product, and properly set up, it will be okay. I'm really anxious to get into that.

"If they don't want to give me a contract or money to ride the motorcycle or something, and if I could find somebody to sponsor me. I'd go to Italy, buy the motorcycle they have there, buy spare bits for the whole year, and just go from there. I'm sure we can take the motorcycle that they prepare in Italy and not mess it up.

"We were all quite amazed at how good the motorcycle they sent over was the first time Gary Scott rode it here at Laconia. They took it out of the box from Italy and put gas in it. They didn't have a chance to screw it up. If you check the progress they've made from that point, you'll find they've gone steadily backwards about a step and a half every race. That's not the way to go. If you're not going to make the thing better, just leave it alone and do good with it. It's a good bike to start off with. Why fart with it?"

"What's the problem?" we wonder. "Are the Harley-Davidson people too tuned into four- strokes?"

"I think that's probably a little bit of it. Harley-Davidson has a very set way of doing things simply because Dick O'Brien has been there for 27 or 28 years. He really knows his stuff. He remembers what gear ratios to use at Terre Haute, or what gear ratios Freddy Nix used at every mile. He's really on the ball.

"The thing is, the way the organization works, guys might have an idea of their own, but they're really not open to do much about it. They feel stifled. Eventually they'll get things squared away themselves, but I could take the motorcycle and within one race have it to where it could beat any of Kel's bikes, no problem."

"You don't think you'll have any problem beating Kenny Roberts?"

"No problem. I've beat him before. He wakes up in the morning, just like everybody else. He's really a great rider, and he's matured into a fantastic racer. But he's no better than anyone else. He gets beat occasionally too, and if somebody had the proper equipment. . .

"Economically, in the past two years no other companies have made the effort. Kawasaki and Suzuki have their heads up their asses. They couldn't possibly win a race on their own if they tried for a million years."

As cocky as Fisher sounds--and as angry-- he doesn't underrate the competition. "Everybody has a good idea about who's going to be right in there. Nixon's a fantastic 250 rider, if he's well. Ron (Pierce) is just a dynamite 250 rider. He rides with his head and doesn't make mistakes. A 250 rider can't make mistakes, and has to know where the gas is. That's very simple. Jimmy Evans is a great 250 rider. DuHamel is a great 250 rider. So many people are good."

The time arrives for Fisher to make the long trip to the nearest hospital to have his battered shoulder treated. He is obviously feeling pained as he wraps up the conversation.

"I think everybody ought to get their thumb out of their ass and get down to it. And don't forget to rock and roll. And hello to all my fans out there. Bye, you s.o.b."

He struggles to get out of his chair.

"Oh, and I have something else to say for publication: These Japanese manufacturers can take note of the way a good organization runs, like these people from BMW. They're really on the ball. Instead of having one mechanic for three motorcycles, they have two mechanics for one motorcycle, which is the way to do it. They try very hard, unlike some of the organizations I've seen over the years."

Christy Fisher pulls up in Gary's Datsun 280Z, which someone had sideswiped during the night. On his way to nurse his wounds, Gary Fisher turns once more and looks back.

"Never say die," is all he says. •

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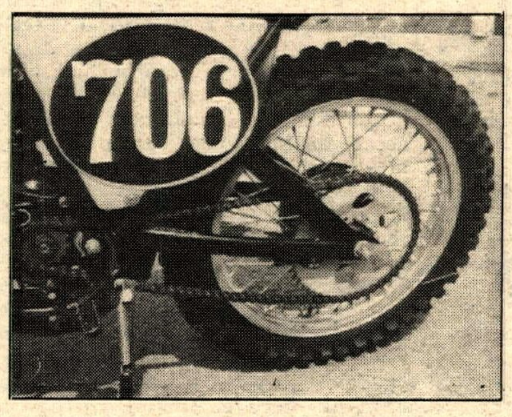

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ASK E.C.

Got a technical problem that needs expert advice? Send queries to *"Ask E.C."* c/o Cycle News. Your reply will appear in the paper within a few weeks. Hard questions may take a little longer to answer.

By E.C. Birt

Different pipes for different types

I have a "box stock" Yamaha LT2 MX. I would like to broaden the powerband. Do you have a pipe kit that will do this? If so how much, and where do I send my order? Please recommend a silencer if one is not included.

Cecil Donaho, Jr.
Laguna Niguel, Calif.

Pipe kit, no problem. They come in number one stage for nervous novices and fathers who borrow the racer for a weekend of trail riding with the boys. No. 2 for amateur and novice racers, where torque is the important thing. No. 3 for good amateur racers and just-made-it experts and No. 4 for pro racers and heroes only. All my pipes come with silencers in the kits. Cost of pipe kit $38.47.

There are a couple of other things you can do to broaden the powerband. (1.) Run down to the local Yamaha dealer and buy a reed cage assembly for a C.T. 2 or C.T. 3 175 Yamaha Enduro. You will have to open up the reed housing in the cylinder enough to accept the bigger reed (be careful or you may grind into daylight). Replace the carb with at least a 28mm carb; 30mm is better yet. A lot of people are buying the new Yamaha Monoshocker 125 and the carb off of it will work perfect. Jetting is just about spot on. You should be able to pick up one of these carbs without too much problem. Everyone who has the new 125 is changing the carbs to 32 and 34mm Mikunis. Set the timing just a hair advanced from stock. About 2.2 to 2.4. Watch the engine for over-heating. If it does, drop it back to stock timing of 2.0 BTDC. If your jetting is right you won't have any heating problem with the timing bumped up just a touch. Do a little thumb job with some sand paper in the ports to remove the big lumps. By using no more than your thumb and sand paper you won't have to worry about taking out too much because you will wear a blister first and self preservation will take over.

175cc versus 190 lbs.

I recently purchased an early 175 Penton (with Amal concentric) and after going through the engine and trans. I decided to use it for a scrambles bike. The original pipe was "lunched" so I modified it a little. I removed one inch from the head pipe, made the center cone 4.5 inches long and a rear cone seven inches long, down to a seven-eighth inch small end and a weld-on silencer. The pipe works good, but I ride the Expert class with a bunch of 105 pound kids and I'm 190 pounds and 32 years old.

I need more power and hate to ruin a cylinder if someone else has the experience and knows what to do.

I read in the latest Cycle News a letter from a reader who said he just finished reading your article on more power for the 175. Where did he read it and how can I get a copy?

Any help that you can give me would sure be appreciated.

Dan Dean
Hanford, Calif.

Dan, did you ever think of taking up a new sport like girl chasing?

Okay, let's take it from the top and see what we have. (1.) The 175 Penton article that you are referring to was called "Make your Jackpiner a Jackrabbit." It ran in Cycle News East, page 34, July 24, 1973. It was in Cycle News West somewhere around the first of that same month. Maybe we can talk Cycle News into re-running this tech piece. Everyone with a 175 Penton drop a card to Cycle News West and say "rerun the Jackpiner." (Back issues are available for $1 each.) (2.) You weigh 190 pounds. Young ones weigh 105. That's 85 pounds difference. 10 lbs. = 1 HP. In short you have spotted them 8.5 HP before you ever left the starting line. (3.) You are riding a bike that was designed for enduros and not scrambles. Which means as soon as you reach the point of engine RPM that you need, your engine has been signed off already for 2,000 RPM and wishing to hell it would break so it wouldn't have to be put through this punishment. (4.) You sure you don't want to go girl-chasing?

Okay, then let's make some changes and go after those young whipper-snappers. You have to have some more carburetion. If it was me I would use the new V84 Bing 32mm carb (small body) then maybe bore it out to 33mm. You are on the hairy side if you try and push it to a 34mm carb. The new Penton 175 comes with a Bing, so you can get a manifold from your local Penton dealer. He should have the carb too. If not, he can get it for you.

Now it's time for a little cylinder surgery. Raise the exhaust port .040" and cut .080" off of the intake skirt. If the engine still won't pull enough revs, take off another .020. If bike starts to get loady, you're getting close. Take your pipe and pull another half-inch out of the center section. Check the deck height of the piston at T.D.C. and be sure that you have no more than .050" deck and no less than .040" for rod stretch. Pumping compression of the engine should be no more than 150 pounds. Maybe pull the timing back about .002mm (less timing advance for RPM, advance just a touch for more torque). Motoplat: If your engine is the one that has the external flywheel, you can go to the inter-rotor model, but do all the other things first. I don't know if this is going to make up all the difference you're going to need, but it will help. Also keeping your eyes closed when you go into the turns helps too — scares the competition when you bounce off of the wall.

Why Maico forks?

What do the leading (à la Maico) axle forks have to offer over regular forks?

Larry Byward
Costa Mesa, Calif.

Two things: (1.) Long fork travel without having the front of the bike five miles in the air. (2.) Better cornering angle. Maico forks are the ones that everyone wishes he had. Honda gave in and made theirs like Maico. Suzuki is getting ready to do the same.

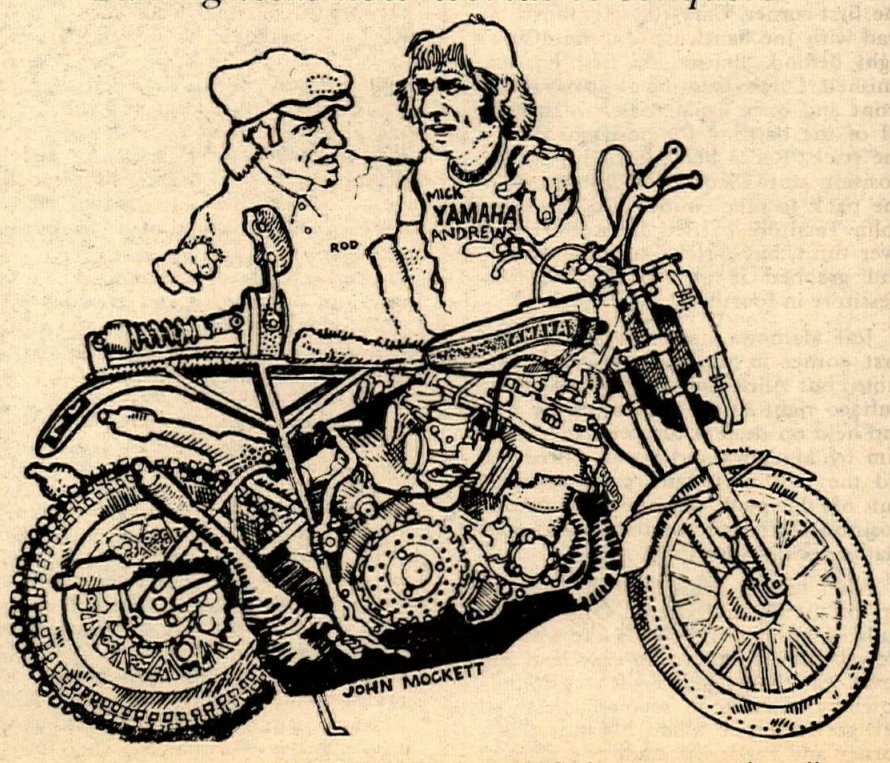
Next question?

I have a 1974 250cc Mag Husky CR and my problem is that there is very little power at low revs. Then a burst a power comes on, making it hard to keep my line while racing and keeping the back wheel under the bike. I would like for you to tell me how to smooth out the transition of power while still retaining some power down low. I've tried to correct my problem by tuning and have used every conceivable jet. Thanks. Help!

Eric Heideman
So. Pasadena, Calif.

Did you ever get the feeling that you have bought a motorcycle that you maybe shouldn't have? The Mag Huskys are nothing but racers and they take a very good expert rider to ride one of them proper. The bike was designed with a rider in mind that would keep the engine just above this explosive point at all times. Maybe a week of school with Russ Darnell would solve your problem better than anything else that you can do. I don't know what to tell you to do with the engine. Anything that you do to it is probably going to hurt your top-end. From this point on I would have to have a porting layout of your engine to study, then with that I may be able to recommend a porting change that would cure the problem or make the bike a little more rideable for you. •

FLASH! TZ 750 wins Indy mile Yamaha Racing seeks new worlds to conquer.



JOHN MOCKETT

"Now remember, Mick, use top gear only between sections."

So Cal riders top first round

Can-Am Amateur MX Series

By Jeff Peck

CARLSBAD, CAL., AUG. 31
The first qualifying round for the Can-Am Amateur Motocross series got underway today with a pack of hot 125 Experts charging the first corner of the tough Carlsbad GP course. When the dust had settled on the first moto Dennis Curtis (Hon) had scored a decisive win over second place rider John Tessitore (Hon).

On the track next were the 250 Expert and they did not want to be shown up by their little brothers. Randy Burns (Yam) came on strong in the opening laps to take a commanding lead and held it for most of the race. It looked like it was going to be an easy win for the San Diego rider, but Mike McGowen, who had been running second for most of the race, made a hard charge in the closing laps. He passed the leader on the big downhill in the last lap and then stuffed him into the berm underneath the bridge just before the finish line to take the win.

After watching all of this action the Open Experts were hot to get on the track, in fact they were so anxious that a few of them ran into each other. As riders were separating themselves from the pile, Ken Frost made the most of it and grabbed the lead with Chuck Pettigrew right on his fender. It was a battle for the top three places, with most of the action going on behind the leader. Kris Morgan charged into second position for a few laps, but a consistent ride by Pettigrew brought him in for the second spot at the flag behind Frost. Chip Howell rode to third.

Round two of the 125 Experts got underway much the same way as the first race, lots of handlebar banging in the first corner. Gary Racca grabbed the lead with Joe Santich and Dennis Curtis right behind. Before the first lap had finished Curtis was once again out in front and once again to stay. This left all of the battling for position back in the pack, Racca held down his second position until Scott Karl came out of the pack to take control. Ed Davis and John Tessitore battled for a short time over third, but Butch Darling moved in and grabbed it at the finish leaving Tessitore in fourth.

Jeff Mathews was on top out of the first corner in the second 250 Expert moto, but Allen Cooke powered his big Bultaco right by to take over the lead and held on despite the pressure put on him by Mathews and Burns. Burns had led the first moto and came charging out of the pack to take over second position at the end of the second race. Mathews held onto third.

After letting Frost lead for the first lap of the Open Experts, Chip Howell pulled by him and took off like a bullet. Howell moved out to an easy lead and never was challenged. Frost was holding down a consistent second ahead of Pettigrew, but he killed his motor in a corner and Pettigrew made the most of it taking over second and holding it until the finish. Frost got himself back together for third.

PHOTOS BY JEFF PECK

Jeff Mathews and Dean Stafford lead the 250 Experts around the first turn at Carlsbad.

Chip Howell came on strong in the last two motos of the Open Experts to take home the first place trophy.

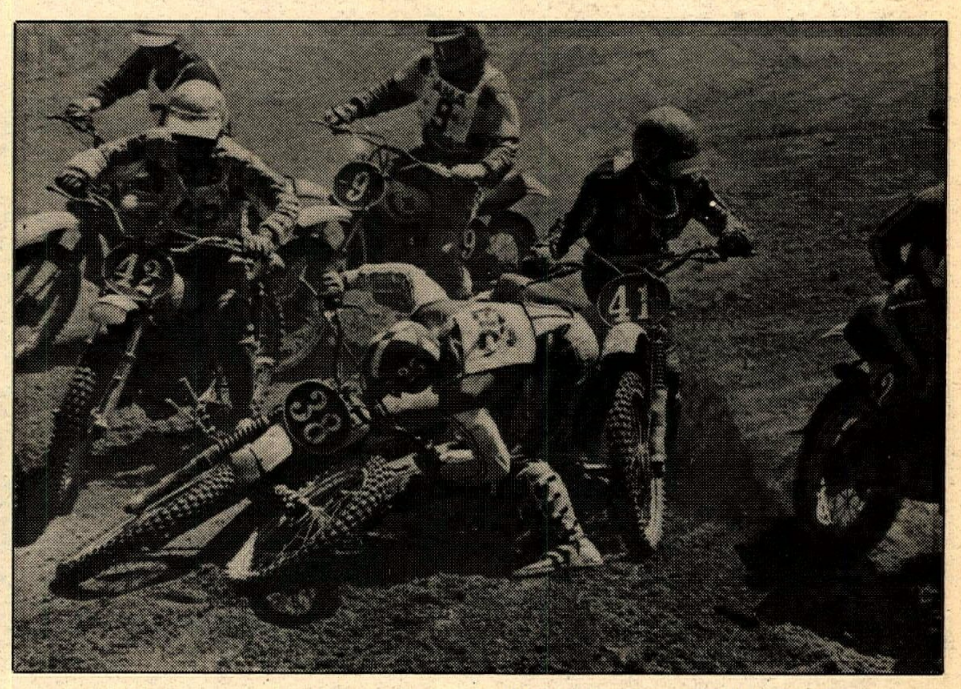
At the start of the third round Curtis had the 125 overall in the bag. He came out of the gate in third and did not really charge very hard to get the lead. In the meantime, John Tessitore was hot to get that second overall and he charged hard for that first position and took it for the entire moto. Curtis rode to a smooth second place, with Gary Racca taking third when Butch Darling crashed.

It was a three way battle for the lead in the last moto of the 250 Experts. Allen Cooke, Jeff Mathews and Todd Snyder were all in there battling for the lead spot. All of a sudden Cooke and Todd dropped back off the pace leaving Mathews to ride to an easy win. Dean Stafford pulled in for a surprise second and Todd Snyder pulled in for third.

When the gate went down on the last moto for the Open Experts Chip Howell jumped into a early lead that he stretched out to a comfortable win. As was the case most of the day second place was the battleground and Pettigrew and Eugene Tom provided most of the action. Tom was holding second and looked like he was going to have it at the finish, but Pettigrew was riding a fast consistent pace and finally moved on by after battling for the position for a few laps. From that point on the leaders held their positions to the finish. For the record it was Howell, Pettigrew and Tom.

Next week the Can-Am Amateur series moved to Spillway Park in Santa Maria. Popular Cycling magazine and Dirt Bike Promotions did an excellent job of running the motos off and getting everyone on the road by six p.m. •

The general idea behind block passing is to take out the other guy not yourself.

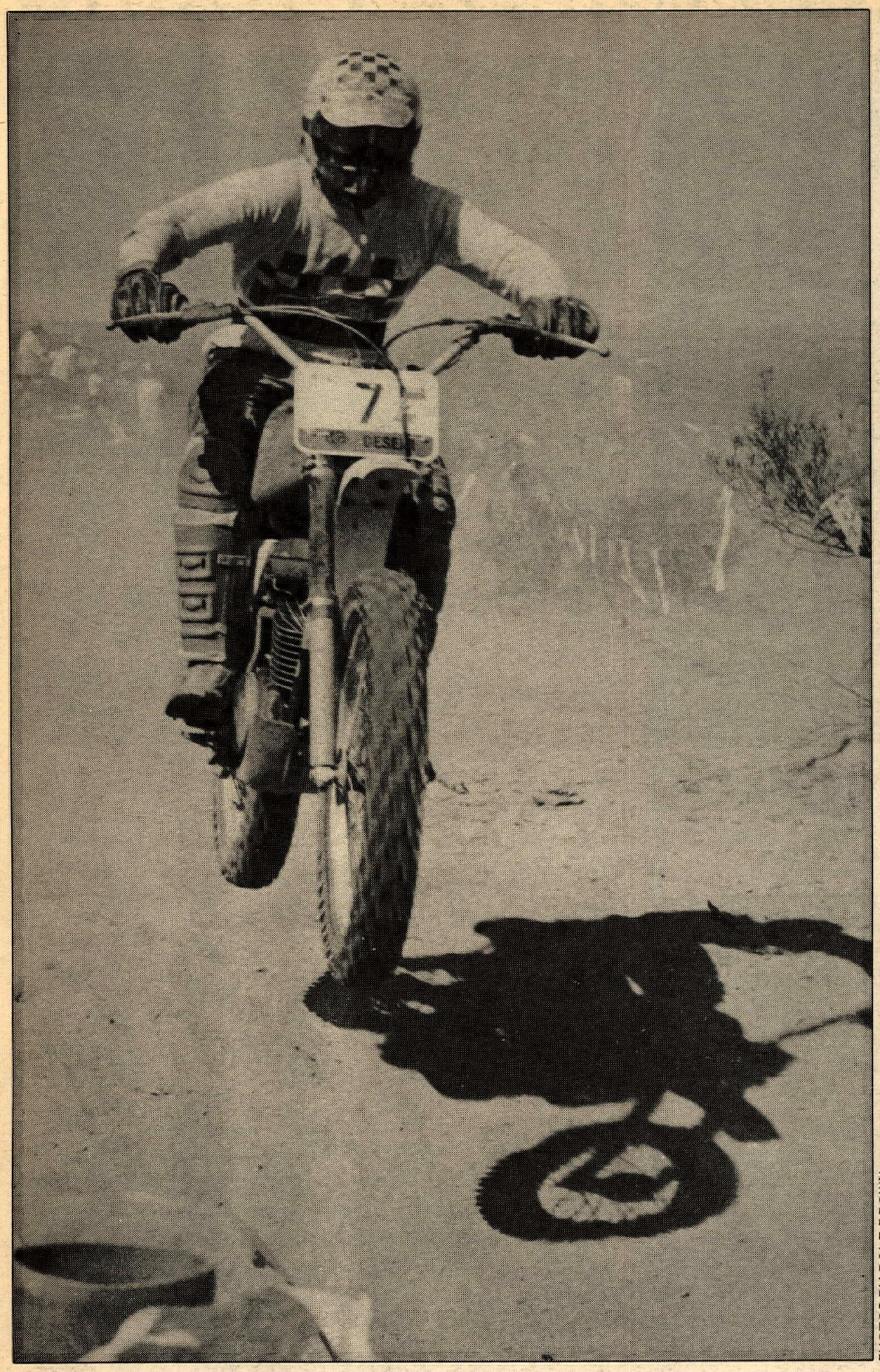


Results

125 EXPERT: 1. Dennis Curtis (Hon). 2. John Tessitore (Hon). 3. Gary Potts (Hon).
250 EXPERTS: 1. Dean Stafford (CZ). 2. Mike McGowen (Bul). 3. Todd Snyder (C-A).
OPEN EXPERTS: 1. Chip Howell (Hus). 2. Chuck Pettigrew (Mai) . 3. Ken Frost (Suz).

Dennis Curtis blitzed the first two motos of the 125 Experts and then kicked back for a second in the last round to top that class.

Desert hotline



District rider Jeff Kaplan (Hus) nabbed the 175 class with a fifth.

Bill Conroy rode a tweaked-frame CZ to win the DRA/D-37

PHOTOS BY DALE BROWN

DRA/D-37 Match Race

By Dale Brown

CALIFORNIA CITY, CAL., AUG. 30 Bill Conroy, riding a 400 CZ for the DRA side, took the Overall win in the DRA/D-37 Challenge Race. Thus Conroy gave the win to his team, although D-37 riders filled six of the first 10 spots and had a three-two margin in class wins.

Jim Sumners (400 Yam) had the early lead, but Kevin Hasten (400 CZ) soon got by and moved away from the pack at an alarming rate. Unfortunately, Kevin's chain parted company at the halfway point on the loop and Conroy rushed into the lead.

As they came into the pits after 22 miles, Conroy had a good lead over fellow DRA rider Gordon Schmid (400 Yam) with Sumners right behind Schmid. Max Eddy (175 KTM) was running in fourth only to drop out on the second loop. D-37 Open class points leader Terry Davis rounded out the top five.

Conroy lost a good deal of his two and a half minute lead when he got off the course. His handlebars had slipped down and he was trying to adjust them and didn't notice the turn arrow.

Conroy's little boo-boo allowed Sumners, who had passed Schmid, to jump into the lead while Conroy stopped for gas. Sumners had pitted on the first loop and he started the third with about a 200-yard lead.

But it didn't take Conroy more than three miles to regain the lead and the win. What was amazing about Conroy's win was that he rode the whole race with a frame bent from a crash a couple of weeks ago. The rear wheel was obviously cock-eyed and Bill was landing from jumps crossed-up whether he wanted to or not.

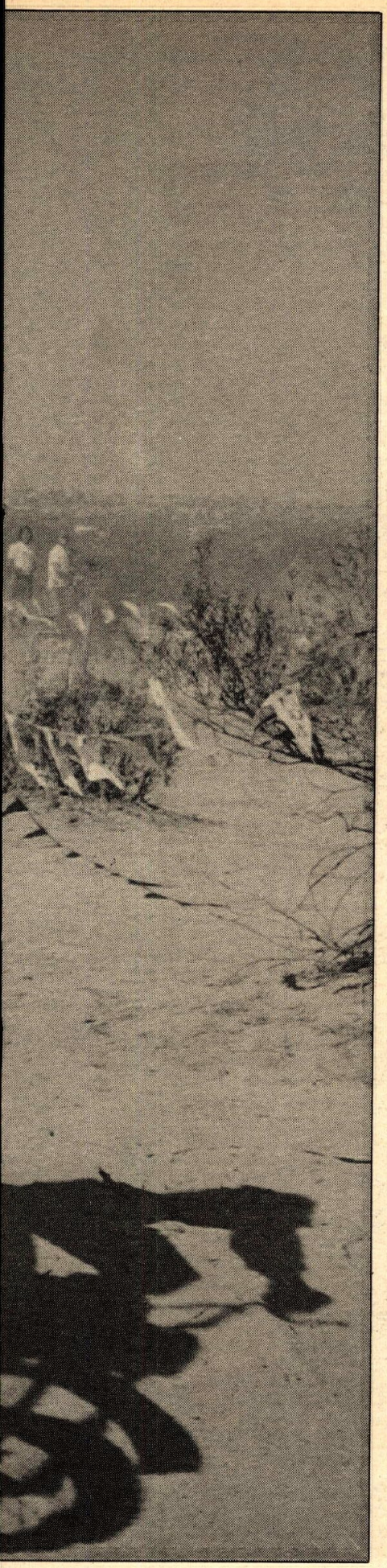
Sumners finished second, while Davis and Schmid battled handlebar-to-handlebar through the tight sections of the course with Davis coming out on top for third.

D-37's Jeff Kaplan took fourth and he won the 175 class on his Husky. Joel Skankavich, riding for D-37, won the 250 class at seventh overall on a Yamaha. DRA's Benny Padilla (250 CZ) finished seconds later, despite losing and remounting his chain at the bomb and once on each loop thereafter.

DRA's Gus Paull (400 Yam) won the Senior class, four places up on Ramon Lowe (400 Yam) from D-37.

DRA 175 Amateur Vern Heth allowed as how his maximum efforts through the tight parts of the course were only good enough to keep Dawn Grant (175 Hus) within sight. Vern passed her in a fast section, but no girl beat Dawn to the finish.

There were 45 entries in this invitational race, with 26 riders from D-37 and 19 from DRA. DRA head Ron



allenge Race.

Burpo wanted to pay the top three in each class. But there was only $1075 in entry fees and race expenses amounted to $495 (ambulance, BLM fees, insurance, and radio crew). In order to give the riders some decent bucks for their efforts, Burpo paid the expenses himself and the riders got all the entry fees back as prize money. •

Results

OPEN: 1. *Bill Conroy, DRA (CZ). 2. Jim Sumners, 37 (Yam). 3. Terry Davis, 37 (Yam).

250: 1. Joel Stankavich, 37 (Yam). 2. Benny Padilla, DRA (CZ). 3. Randy Brown, 37 (Yam).

175: 1. Jeff Kaplan, 37 (Hus). 2. Eric Spaeth, DRA (Hon). 3. Monte Lee, DRA (Yam).

SR: 1. Gus Paull, DRA (Yam). 2. Ramon Lowe, 37 (Yam). 3. J. Carsen, 37 (Yam).

PP: 1. Dawn Grant, 37 (Hus). 2. Barbara Tiosketter, 37 (Pen). 3. Marta McCord, 37 (CZ).

*Overall winner.

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Desert hotline

PHOTOS BY DALE BROWN

Sheryl and Renee were the reasons Jack Orndoff and Phil Stumbo were in such a hurry. Along the way, they got first 250.

DRA Team Race

By Dale Brown

CALIFORNIA CITY, CAL., AUG. 31
Bob Balentine and Doug Winchell combined forces to dominate the DRA team race, winning with an incredible near-20 minute margin after 132 miles.

Winchell handled the starting chores and he got to the bomb in third, behind Dale Ownes (400 Yam) and Jamie Avels (400 Yam). Winchell, riding a 400 Mono, took the lead about two miles later. Bryan Breker (400 Kaw) moved close and passed Winchell in one of the tight canyons, but Doug got the lead back before the end of the loop. Tim Bowman (400 Yam) moved up to third, despite an early collision with Owens. Avels was right on his tail.

And then came the rider changes. Winchell gave the bandolier to Balentine, who was riding his new 400 KTM for the first time. Breker gave the bike to partner John Winters and Bowman handed off to Kevin Hasten (400 CZ). The second loop produced little in the way of change except for Hasten moving away from Avel's partner Dave Wood and putting the heat on Winters.

About this time a major bottleneck was occurring. About five miles out the course turned out of a sandwash and went up a single file canyon for a short distance. Apparently a couple of beginners stalled their bikes on a slight rise in the canyon and dug giant holes with their rear wheels trying to get going again. This created problems for other riders and soon more than 20 riders at a time were stacked up. Early dropouts Morgan Malocco and Dean Miller worked to help riders through and get things unsnarled.

On the third loop, Bowman took advantage of the bottleneck to move right on Winchell's fender, but then his bike broke within sight of the pits. Breker also dropped out, with a completely forniscued pipe. This left the Balentine/Winchell team with a tremendous lead over the second place Avels/Wood team, with Tom and Gordon Schmid (400 Yam) running in third.

Winchell had to nurse a sick transmission in on the third loop, so the remainder of the race was run on Balentine's KTM. Avels rode half a loop without a seat, but the order did not change in the top three.

In fourth place was a 125 Mono, ridden by Tom Kelly and Bob Romine. Kelly rode much of the first loop on a flat rear tire and Romine, who hadn't raced in nine months, rode nearly all of the last loop on a flat front. Finishing fifth was the consistent team of Howard McCasland and George Havey III on a 400 Mono.

The Glendale Yamaha team of Jack Orndoff (Yam) and Phil Stumbo (CZ) moved up from a mediocre start, passing riders on nearly every loop to finish sixth, first 250. Eric Spaeth and Gary Praster made their Honda/Yamaha combination good for second small-bore at seventh overall.

Dale Owens had hurt his back in the collision near the bomb, so partner Heath Hibbard (400 Yam) had to ride four of the six loops and they were in next for eighth. In ninth was the first Novice team, Gary Ringrose (400 Yam) and Daryn Wyatt (400 Hus).

Finishing 11th, Joe LaPorte and Joe Kluek (250 C-A) were the first Seniors.

Danny Sall and Dick Eliasen (400 Yam) moved in to the Beginner lead on the second loop and made it stick the rest of the way. All the Beginners were lapped at least once, so the results are very unofficial.

The 22-mile course had a lot of variety, with the aforementioned canyons, rollers, hills, washes, roads and fast open country. ●

Unofficial results

OVERALL: 1. Bob Balentine/Doug Winchell (400 KTM-400 Yam). 2. Jamie Avels/Dave Wood (400 Yam). 3. Gordon Schmid/Tom Schmid (400 Yam). 4. Bob Romine/Tom Kelly (125 Yam). 5. Howard McCasland/George Harvey III (400 Yam). 6. Jack Orndoff/Phil Stumbo (250 Yam-250 CZ). 7. Eric Spaeth/Gary Praster (125 Hon-125 Yam). 8. Dale Owens/Heath Hibbard (400 Yam). 9. *Gary Ringrose/Daryn Wyatt (400 Yam-400 Hus). 10. Tom Howell/Steve Heinze (400 Hus-400 Yam).
*First Novice team.

BEG OVERALL: 1. Danny Sall/Dick Eliasen (400 Yam). 2. Duane Bechtel/Frank Lewis (400 Yam). 3. Woody Childers, Jr./Doug Hurt (400 Yam).

SR: 1. Joe LaPorte/Joe Kulek (250 C-A).

MINI: 1. Jeff Hammond/Geoff Dyott (80 Yam).

Bob Balentine switched to a 400 KTM with some success, like a 50% share in a 20-minute lead.

SoCal MC Two Day European Scrambles

By Jim "Crack" Stewart

SHADOW MT., CAL., AUG. 31, SEPT. 1
With the long weekend at hand, SoCal motorcycle club decided to treat the District 37 desert racers to a full weekend of European Scrambles. Most riders spent Saturday pre-riding the courses, then proving Sunday and Monday how wired they had the courses.

Not only did SoCal put on two great days of racing, but also a bikini contest Sunday night, which brought together hundreds of dirty drooling desert racers as judges. There were several nice tweeters entered, along with several out of class entries, especially the lovely honey from the Desert Donkeys.

Not since Bob Balentine won the Sled Riders Hare and Hound a year ago, has a Junior won overall, but that changed this weekend with Open Junior Robbie Parma winning the 400 Expert/Junior race overall.

On the first loop it was Mitch Mayes with the lead, followed by Smokebomb Gaetz. Mayes' Husky died at the home

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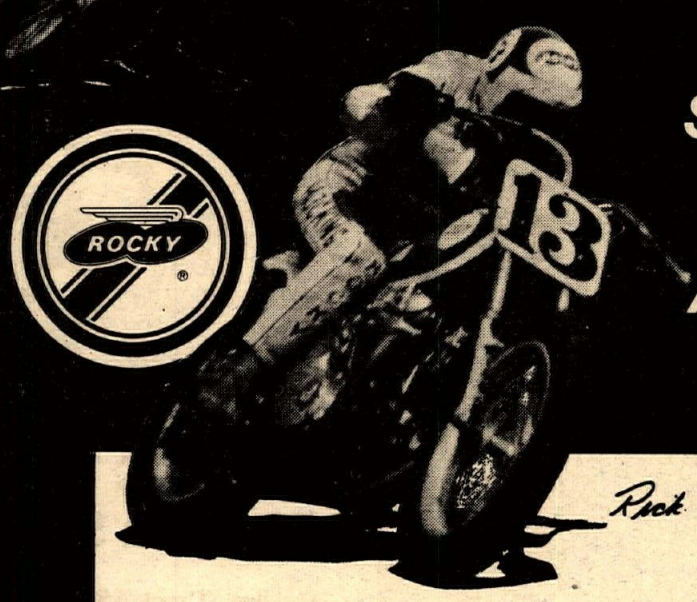

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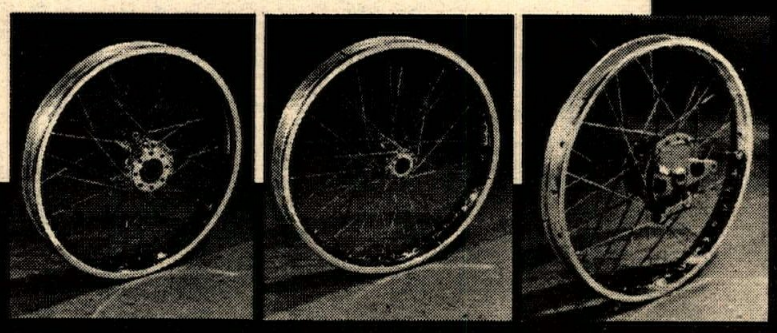

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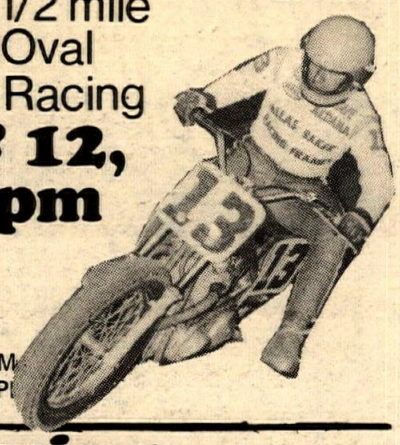

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Desert hotline

check, with Gaetz's Yamaha doing the same only a few feet away. This gave the lead to L. Jordan, from the Desert MC's. Well, how would you feel leading overall for the first time in your life especially when you were not expecting it?

Parma had led before, so when he saw his chance to do it again, he took advantage of it. I am sure it was a great relief to number 25. But first Parma had to work his way past the old desert fox himself, Jeff Kirk, who was looking for an overall win on his new Mono. Parma was lucky that the race was not another mile longer as his rear wheel was destroyed at the finish and Kirk was closing the gap fast.

Eddie Whiteside, also riding a Mono, kept his head as all this lead changing was going on, and motored in at third overall, second Expert. Super Cycle sponsored Steve Shook was lucky that his Mono was still together when he finished second Open Junior.

Larry Roeseler upheld the Husky image after Mayes' weekend of bad luck, by winning both 250 Expert races, beating out Cordis Brooks who was second. Tony Greives and Ken Miller were first and second 250 Juniors on Monday.

Dyno Deano took both wins in the 175 class, beating Jeff Kaplan on Monday who was running without a sixth gear in his Husky. Randy Williams and Mark Gutebier battled it out for top honors in the 175 Junior Division until Gutebier's bike lost the air out of the rear tire. Williams took the win at third overall, while Gutenier hung on for second. Williams was also second Junior on Sunday.

Racing his first race after recovering from an earlier injury, Charlie Hamill and his very fast KTM took the overall wins in the Trail Expert race. Hamill still looks to be the one to beat in the race for number one this year.

Daren Kelsey finished second to Hamill on Monday. Gary Willens, riding a one of a kind 100 Yamaha Mono, was first Trail Junior, beating out pint-sized Mitch Payton.

Sunday's top Novices included Don Griewe, Mickey Tolle, and Mike Thompson in the Trail class, Bob Fortelney, Allen Anderson, and Jim Graziano in the Division II race.

Rick Morrow had a jump on the other 250 Novices on Sunday, until Craig Kinnanan, mounted on a new RM, got by him for the win. Morrow still picked up second, ahead of Brian Wright.

Clip Bruner proved that a Husky rider can still beat the Monos by taking first Open Novice, with two of those white devils hot on his tail. Ken Clayton and Klint Harris were the pilots.

With Trudy Beck out with injuries, swift Dawn Grant pulled off the Women's Division win. Second Expert to Grant was Lynete Zuber, with Martha McCord and Barbara Tieskaetter first and second Juniors. Sue VanBuskirk and Patsy Matus were the first two green tweeters.

This was the weekend for the Old Timers to battle just between themselves, with their own race going off at noon both days. Bruce Lewellyn,

This rider was seen gang raping a pucker bush the day before the race. Any person with information about this rider contact the Lame Camel.

We found who this guy is, he put his name on his jersey.

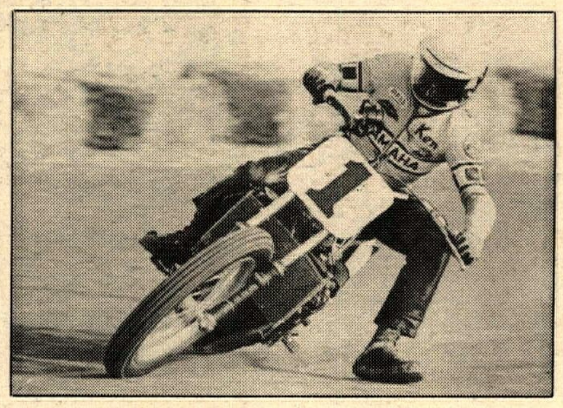
berserko from the past, was the one to beat Monday winning overall. Ramon Lowe won Sunday and after starting two minutes behind the last Old Timer, finished second overall by the finish on Monday. Bill Stewart was first Amateur, while Johnny Fry won both days in the Novice class.

With 40 separate races held this weekend, many winners were to be had, 54 in all. This did not even include the bikini contest. Needless to say there were more winners than can be mentioned, but they know who they are, and so do the riders who finished second to them. ●

These two riders had the drop on everybody. Of course you might say they knew the course a little better.

PHOTOS BY LINDA HECKER

S&W Wins The Race of the Year



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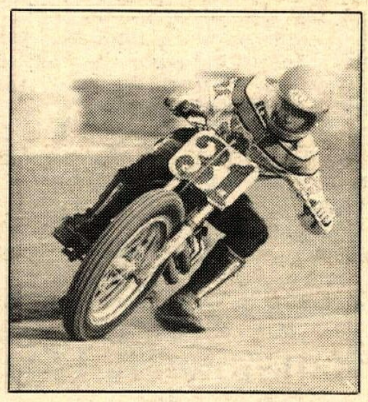

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Irwindale MX

By John Bethea

IRWINDALE, CAL., AUG. 29

A metropolitan area is not the place to hold a racing event on the Friday night heading into Labor Day weekend.

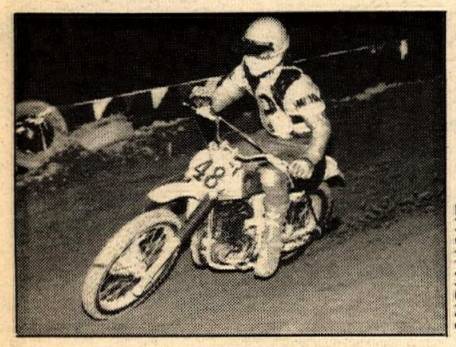
But this year at Irwindale, it didn't work out that way. One reason is that it was the final tune-up before the $17,500 CMC Night National Motocross set for September 5. A lot of vacations were delayed until Saturday to get in one last blast before that frenzied night.

Showing why he is the odds on favorite in the 125cc Pros, David Taylor (Hon) came through with two moto victories and a second place in the other to easily lock up the overall win. Mark Lawrence (Hon) provided all the competition, winning the first and then following Taylor across twice more for the runnerup spot. Three solid thirds by Jim Domann (Hon) equaled the show money.

Bill Rubly (C-A) improved with each passing lap in the 250cc Pros and it resulted in his winning that class for only the second time this year here. His three-two-one countdown bested Jeff Jennings (Bul) who tallied a second, a fourth and a second. Third went to Val Tamietti (Mai) with fourth being Jeff Vidic (Mai), who won the first two motos then finished 11th in the third to slip out of control.

Rubly doubled up on the Maico and captured the 500cc Pros with close friend Luke Messer (Mai) second. They traded firsts and seconds all night. Third was Charles Welk (Mai).

Bill Rubly rode a Maico and a Can-Am to the top position in two classes Friday night at Irwindale.



ANDY HAYT

Jennings – unstoppable

By Mike Klinger

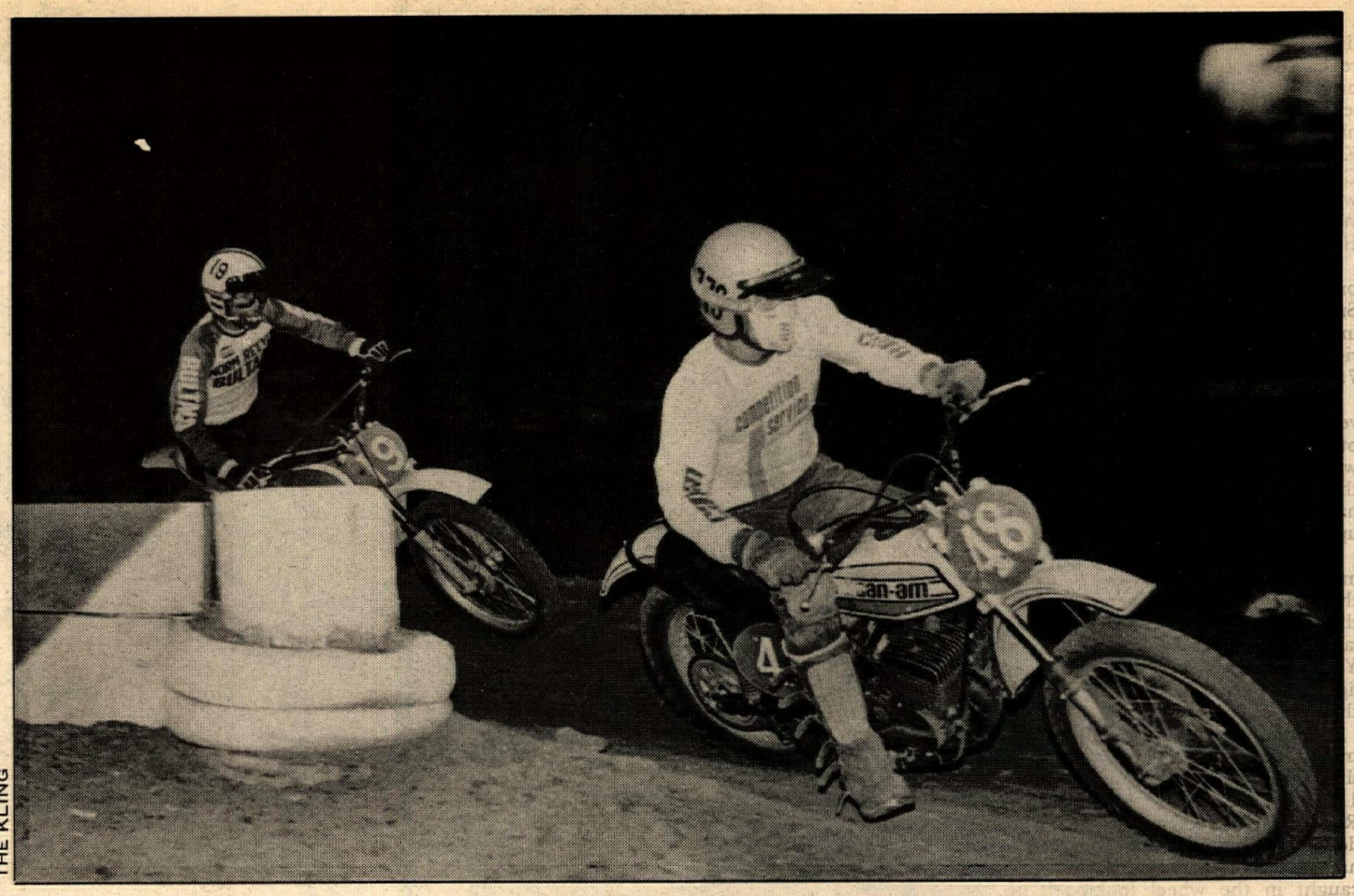
GARDENA, CAL., AUG. 27

With the CMC Night National Motocross Championships coming up at Irwindale on September 5, the Professionals were out to tune up their bodies and techniques at Ascot Park.

The 125 Pros had quite a Professional line-up. Into the first off camber turn, Jeff Bunn,, Jim Domann, Mike Bell, Mark Tyer, Chuck and Tim Lunde and Mark Lawrence were lined up like dominoes. The lead went to Bunn with Mike Bell chasing, eventually passing and winning the first moto. In round two Bell began to pull away from the other competitors, but Jim Domann held on to a very strong second place. By the second lap, Bell had a giant lead with Mark Lawrence, equipped with yellow seat, in pursuit but unable to catch Bell. Bell won going away with Lawrence second and Bunn third. Jim Domann won moto three, but it was not enough to gather the overall victory because Bell finished right behind him.

When the gate drops in the 250 Pro class, you can count on Jeff Jennings to be in third or fourth place. But, when that checkered flag is in the air for the winner, Number 19 is the first one there. Jennings won all three motos on the last lap after trailing Bill Rubly (C-A) in moto one action, and "Jumpin' Joe" Johnston (Oss) in the second contest. In moto three, Rubly had the lead with Johnston second, Dave Pessy (Mon) third and Jennings fourth. By the second lap Jennings had moved to second and eyed the Can-Am rider, Rubly. Jennings and Rubly then diced through the lakes with Jennings pushing his way into the lead. For the record: Jennings, Rubly and Johnston. •

Results in Results Section.



THE KLING

Jennings and Rubly battled all night long with Jennings finally getting the nod in the 250 Pro class at Ascot.

Hometown hotshoes hit 395 MX

By Phil Carpenter

ADELANTO, CAL., AUG. 24

Hometown hotshoes kept some of the 40% brass at 395 Cycle Park MX Sunday. Yamaha mounted Tim Tope edged out 15 other 125 Beginners with three firsts on the mile course. Neighbor Steve Byrd drove his Suzuki to third spot in 100 Beginners with two thirds and a fifth. Local lad George Sioss showed the hopeful heroes how it was done in 250 Novice action by copping third aboard a CZ.

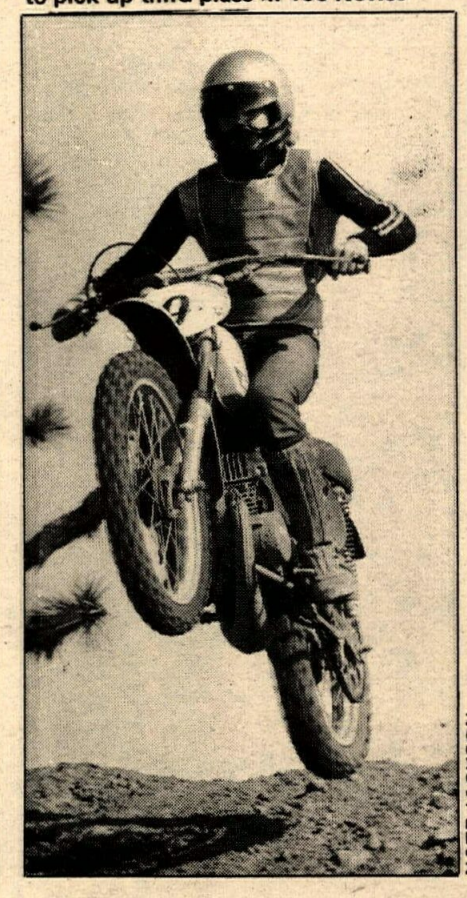
Putting Victorville in the winner's circle was "good old Charlie" Mazzei edging out four other trophy winners in 125 Novice competition. Charlie figured he had his work cut out for him when Jim Sendleback drove in from Palmdale. Jim had two firsts to Chrlie's two seconds until the third moto when Jim's fifth place gave a first overall to Charlie. Pushing for a hard third was Honda mounted Alan Hoover from Palmdale.

The 125 Beginners had a battle for the six trophies. Tied for second place overall were Ridgecrest racer Steve Ernest and California City's Bernard Unfassobiscay ("Bernie" to us tongue-tied, ignorant friends). Bernie's third in the last moto to Steve's fifth gave Bernie the second overall.

When the green flag fell in the last 100 Novice moto it was Steven Oldfield and Lancaster's Rick Guilmette each with a first and a second. Steve sailed to first with Andrew Jefferson from Victorville getting it all together in the last moto for a second and Rick taking the hard luck and a fifth spot in the last moto for a second overall. •

Results in Results Section.

Steve Byrd drove over from Adelanto to pick up third place in 100 Novice



NATE JACKSON

AMC action

By Ernest Coleman

EAST IRVINE, CAL., AUG. 27

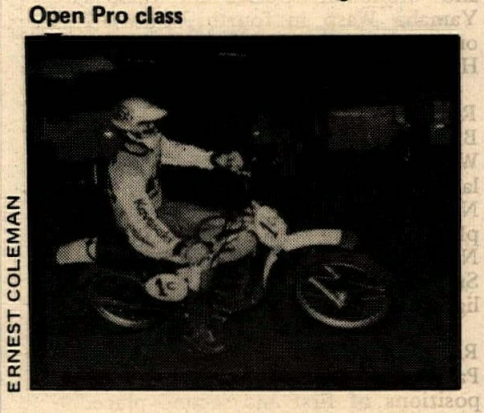
As summer comes to a slow end, AMC action is just getting started at OCIR.

Tom Hernandez (Hon), who has been running hot all summer in the Mini Beginner class, took home the overall win for the night with Richard O'Brien (Yam) and Kim Apling (Hon) in second and third. Tom had a hard time of it in the second moto, but it was the third round that was the toughest. Hernandez had to fight off a young lady by the name of Kim Apling. Kim won the first moto and came in third in the second moto. At the dip of the date Kim was out in front with Tom right behind. It was a race long battle that ended on the last lap with Kim getting off and Hernandez going on for the win.

The 100 Junior saw Jonny Clopton take all three motos with Mike Palumbo (J&B) and Jeff Bradshaw (Hon) following close behind. Clopton (Hon) made it look easy in the first two motos but in the third race he had to fight off Palumbo and Bradshaw. Clopton got out of the gate first with Bradshaw and Palumbo on his tail. Going into the first two laps Clopton held his on, then Bradshaw tried to make a move but Clopton held him off. Palumbo tried to pass and took over the lead. Clopton held off Bradshaw and both riders chased Palumbo. Going to the last lap Clopton and Bradshaw passed Palumbo to finish one-two. •

Results in Results Section.

Mark Rodman came on strong in the Open Pro class



ERNEST COLEMAN

Hacks grand finale

By Barbra Brown

MOORPARK, CAL., AUG. 17

The 10 race series of the Side Hack Association ended Sunday with two 20 minute motos. There were 13 side hacks with eight heavyweight and five lightweights.

After one practice lap the hacks were lined up for the start. When they reached the first corner, Crandell/Swart on their 750 Triumph EML took the lead. Before they reached the top of the hill, Ridyard/Vermeersch on a 750 Kawasaki went into first place with Crandell/Swart in second, in third place was Bell/O'Conner riding a 750 Honda Wasp and Sanner, Jr./Melillo on a 750 Honda Wasp in fourth.

As they crossed the finish line on lap one, the first lightweight team of Smith/White riding a 360 Yamaha were in third place with Palfreyman/Gardner right behind them in fourth on their 750 Norton Wasp.

By the third lap the Kawasaki had a very long lead and was starting to lap other hacks. Crandell/Swart dropped way back, they had no rear brake as they came off the downhill and the hack lifted. The passenger was caught up in the bars and the bike flipped.

Palfreyman/Gardner soon moved into second place with Bell/O'Conner in third. Ridyard/Vermeersch still had their long lead out front. A few laps later, Lucchese/Morgan on their 500 Yamaha took the lead for the lightweights in seventh place and won in their class.

Sanner, Jr./Mellilo pulled off the track early when their cam chain slipped. Things also took a burn on the 11th lap for the leaders, Ridyard/Vermeersch, as they came down the big hill off the jump. They had a rear flat tire and the tube got caught in the wheel locking it up. As they tried to get the tube out, Palfreyman/Gardner passed them and came in for the win. The Kawasaki took a second with Bell/O'Conner in third and Monohan/Wheeler on their 750 Yamaha Wasp in fourth. Smith/White on their 360 Yamaha took a second and Holland/Harris took third.

In the second moto, Ridyard/Vermeersch took the lead with Bell/O'Conner in second and Whitney/Jones in third. By the second lap, Palfreyman/Gardner on the 750 Norton Wasp moved from fifth to third place. Whitney/Jones on the 750 Norton were in fourth, in fifth was Smith/White riding a 360 Yamaha (first lightweight).

As the laps progressed, Ridyard/Vermeersch and Palfreyman/Gardner were switching positions of first and second place. In the sixth lap, the 750 Norton of Palfreyman/Gardner's started having engine problems but maintained second place. Bell/O'Conner were still in third with Whitney/Jones in fourth place.

As the race progressed, Bell/O'Conner started dropping back and having problems. Smith/White on their 360 Yamaha were able to finish in fourth place and were the first lightweight. As they said later, "We were out there goofing around just to see how we'd do." They just started on a side hack and took the overall win in their class. Lucchese/Morgan took second with Brown/Whitaker in third place. •

Lancaster motocross

By Jim Bean

LANCASTER, CAL., AUG. 6

About 1000 spectators crowded the stands overlooking the rodeo ring at the Antelope Valley Fairgrounds for the 13th Allcomers MX. The 120 entrants gave the viewer's their money's worth.

Action in the Pro classes was tight as Steve Miller on a Maico blitzed Tom Burgess (Yam) and Craig Osborn (Bul for 250 honors. Desert hotshoe Doug Winchell showed up tonight and scored his first motocross victory on a 400 Mono.

The big crowd pleaser of the evening was the Mini/Oldtimers race. About 10 guys, all over 35, mounted their kids'

(Continued on page 32)

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TWO Novice heats
TWO Expert heats
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HEAVYWEIGHT PRODUCTION RACE
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SUNDAY, OCTOBER 5th
8.00 AM – 9.30 AM
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10.00 AM
NOVICE FINAL
11.00 AM
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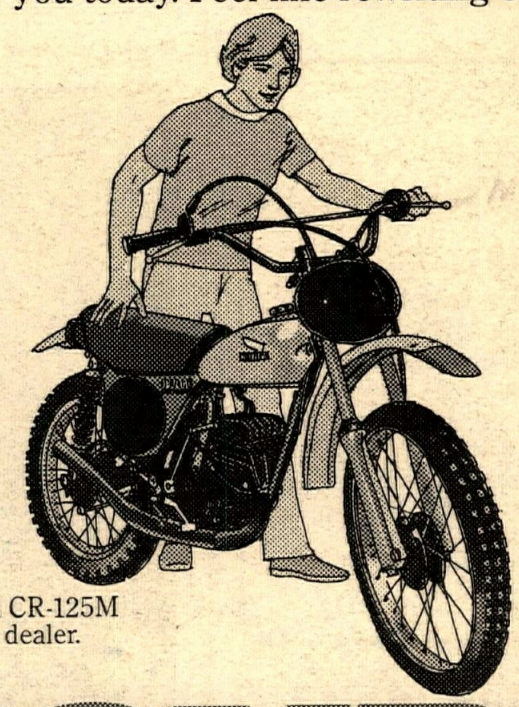

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CYCLE NEWS NORTH

Scott Pearson all alone on the Arena Harley.

Novice traffic at San Jose, eventual winner Roger Slack (188) leading.

PHOTOS BY DAN MAHONY

Pearson pulls it off

By W. H. Spencer

SAN JOSE, CAL., AUG. 15

For the first time ever, night racing has made it to the Santa Clara County fairgrounds. As a part of the opening night of the annual county fair, BBA, Inc. brought in the pros for a night on the half mile hard track. While the lights left a lot to be desired, the track surface left all the riders with big grins. The fair has invited the pro show back for 1976.

Scott Pearson came out the shining light for the combined Junior/Expert Main after stealing the show from Dave Hansen. Hansen very nearly wound up in the cheater's box on the start of the 15-lap Main when he overread starter Pop Odom and was third-gearing it into turn one when the green flew. Odom pulled out the red and tried it one more time despite plantiff pleas from two riders to put the Harley rider in the box.

On the second try it was very nearly the same as the Houston TT winner holeshot the 14-man show and off turn two with a five bike length lead over the Sam Arena H-D. The two hooked up

coming down the front chute. By lap four Pearson outpowered Hansen into turn three and began to walk away as Hansen's HP went away.

Chuck Miller got his Champion Yamaha working just right to close up for a very fine second over Pat Guthrie while Pat McCaul held onto fourth over Hansen and Ray Beck.

The Novice Main was a runaway for Rodger Slack and his Kel Carruthers special. Scott Nelson did a great job in hanging onto second with Rick Delacy third over Ted Davidson's twin which wasn't working quite so well while the singles were dynamite. •

Results in Results Section.

MacDannald motors at Live Oak

By Rex Blackman

LIVE OAK, CAL., AUG. 16

Noguchi rider Neil MacDannald in his first appearance at Live Oak raceway totally dominated the 250 and Open Expert classes. With his two bikes putting out abundant power to the ground, Neil was never headed except for one occasion when Randy Losh led for one-half lap in the first 250 event.

Neil took the lead at the start of the first race followed at a distance by Delno Becker (CZ) and Mike Marshall. Marshall had the misfortune to highside one lap from the start letting Charles Halcomb into third followed by hard-charging Randy Losh (Bul).

While MacDannald cruised, the battle was for the number two position as Becker, Halcomb and Losh were separated by no more than a few seconds. Losh got by Delno as his CZ temporarily bogged in a corner, then took off after Neil. In a few laps on the twisty course he had closed up to Neil's back wheel. Losh, hard on the gas, took first over the jumps but lost it back to MacDannald down the back straight. Not about to give up, Randy again passed Neil but this time in the tight section of the course. Over the big jump and down the front chute Losh led MacDannald but just at the end of the straight and in full view of the grandstands his bike seized.

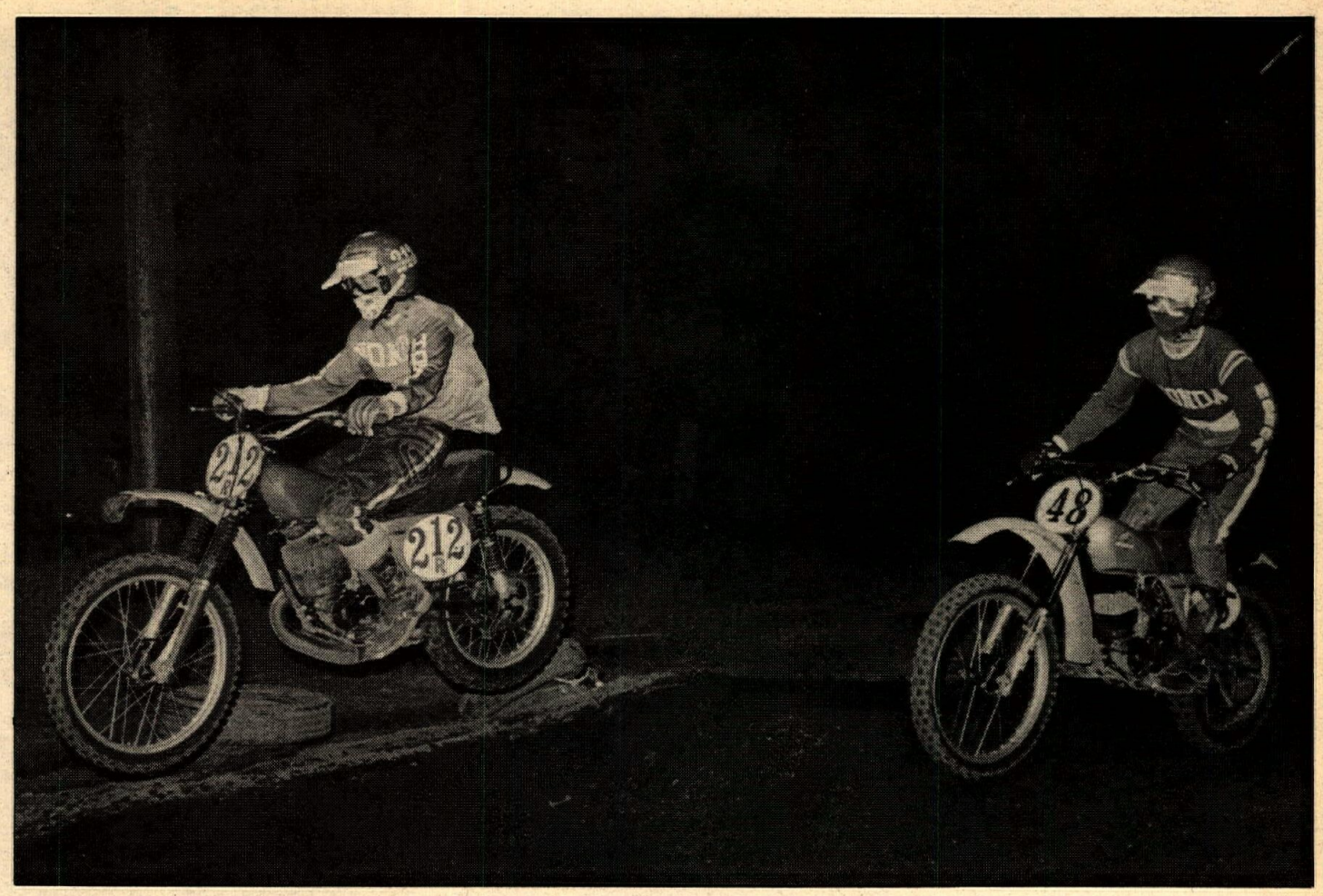
Meanwhile, Delno Becker and Charlie Halcomb were having their own race for third. (Halcomb all the way up from Santa Cruz, is currently leading D-36 in the race for the number one blue plate in motocross. Becker, from near by Oroville is in second trailing by two points.) Charlie closed up on Delno but Becker's bike with its new speed secrets put on by his father pulled Halcomb down the straights and Delno took second in the moto.

MacDannald took the lead again in moto two ahead of Marshall and Halcomb as Delno Becker was dead last off the line. Delno worked his way up through the field to fourth behind Charlie Halcomb but could not close on the Moore and Sons Husky rider. Still Delno got third overall behind MacDannald and the consistent Halcomb.

MacDannald had an easier time in the Open Expert class as he led both motos from start to finish with a half lap lead at the end of each event. Danny Garland took second overall with two good rides followed by Harry McMahan (Bul) and Rory Rundle (CZ).

Mitch DeVaughn took first 125 Expert with a second behind Jim Sylva in the first moto and a win in the final moto. Sylva dropped to fourth in the second moto. Rocky Pocock (Yam) battled with Arnold Plant and Kim Adamson over third. Rocky got the nod with his third place finish in the final round. •

Results in Results Section.



Aerial show by Gerald (212) Rhone and Glenn (48) Welsh in Live Oak's 125 Novice Div. II. Rhone went on to post a second.

Carrillo zaps'em

By W. H. Spencer

FREMONT, CAL., AUG. 13

Steve Carrillo played King of Fremont for the second time this year getting his act together with some help from Champion Frames' Doug Schwerma. The little kid from nearby Newark has been blowing up machinery about as fast as he could put it together but this time he led the entire 10-lap Main beating out Chuck Miller (Yam) and little Tony Alves.

Coming on very strong in the 250 Expert class is Randy Mamola winning his third straight and moving into fifth in overall points. Mamola beat out Yamaha World teammate Rick Delacy with little-seen Manuel Datan returning to defend his White Plate honors for third.

Ricky Ryan kept his win streak going in the 80 Expert with a win over Tony Deatherage and Jim Filice while Deatherage continues to eat-'em-up in the 100 mini Expert. •

Results in Results Section.

Indy tops at Pioneer Arena

By Ann Carr

OAKDALE, CAL., AUG. 16

Junior rider Mike Inderbitzen of Modesto moved into a commanding position for overall short track honors as he swept the 125 and 250 Junior classes over a large field. Mike's strongest challenges came from Rick Frost (a returnee to the circuit) in the 250 and Frank Hannah in the 125.

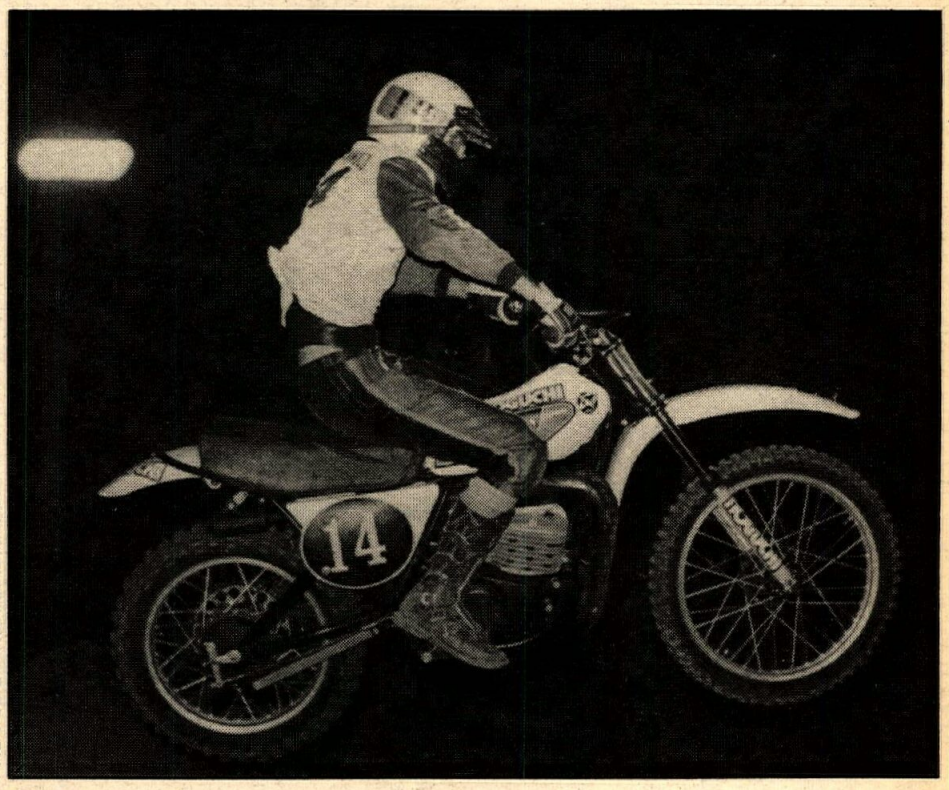
The rider with the best chance of overhauling Indy is the nation's top Pro Novice and Oakdale's top Expert Ted Davidson. Teddy took his Happy House Yamaha to a closely contested win in the 360 Expert Main over Reno's Manuel Crummett and Stockton's Carl Yerby. Close racing by these three was abbreviated as the crash-strewn Mains took nearly two hours for completion.

Also turning in a good Main after a slow heat this evening was Modesto's Dennis Huff. Denny charged hard in the heat to make the program and then got a good jump in the Main to lead Manuel Crummett (Denny and Manuel made money in both classes) and Craig Scroggins for the entire eight-lapper. Dennis has an outside chance for top honors but must almost win the last three 250 Expert Mains to move into contention.

The Novice sportsman ranks saw the return of a large 125 class where referee Rex Ruckman said "enough is enough" and turned the top three finishers Junior after tonight's main event.

The 60 Mini Junior/Expert race saw Sonora's Mike Bird take an easy heat win only to be outjumped on the Main line by Chris Carr (Yam). The lead changed four times as Chris held off Mike for three laps, dropped back for two, then repassed on the white flag in the spectator turn. As both riders went wheel to wheel down the back chute, Bird took the outside line and Carr the inside but Bird emerged victorious as Chris hit his favorite slick spot and went down. •

MacDannald turns on at night, too.



PHOTOS BY REX BACKMAN

Castle Rock TT scrambles

By Liz Swanson

CASTLE ROCK, WASH., AUG. 15

The third of the six race series proved to be a fast one. 128 bikes

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CYCLE NEWS NORTH

FELIX ADAMO

One Budweiser to go, please — Expert Brad Davis at Sprockets Park.

racing for points made the night an interesting one for the spectators.

100cc action found Kevin Bass (Yam) winning the Trophy Dash and repeating his win in the Main. Bass ran away in the Main from the second place rider Tom Decoy (Yam) who was being pursued by Jeff McDaniels.

Jeff Fischer (Hon), Trophy Dash winner in the 125cc class, found his Main wasn't as easy. Honda-mounted Mike Thompson won the "A" Main beating the high point leader Jeff Fischer.

200cc Trophy Dash winner Eric Swanson (Bul) couldn't seem to get the edge he needed in the Main. High point leader Bruce Scott jumped out into the lead, holding off Swanson. The race was close and fast with Scott first and Swanson in for a close second.

Jon Gladman (Hon) after winning his 250cc Trophy Dash was shut out on the Main by the first three riders. Dave Mazour (Hon) jumped out into the lead and became untouchable. On the last lap fifth place rider Eric Swanson (Bul) made his move passing Gladman and third place rider Dennis Shatto (Hon) to finish in third. •

Results in Results Section.

Sprockets Park MX

By Cosmic Cat & Co.

BAKERSFIELD, CAL., AUG. 15

One 10 lap moto was in store for the riders who showed up in Bakersfield Friday. The reason for only one moto was that a rock band was on hand to provide entertainment for riders and fans alike.

Dwayne Miller powered his Yamaha to a convincing win in the 125 Junior Division I moto. Miller got a little static from Honda pilot Tim Baughman early in the race but after about the third lap Miller started pulling away. Baughman had a solid hold on second and kept it. Ed Rice (Hon) settled the dispute with the rest of the pack and took the hard-fought third position.

Division III of the 125 Juniors saw Suzuki-mounted Mark Abler take top honors but it wasn't any easy task. Rick Eustler (Yam) had the opening lead and Abler was following. Eustler and Abler diced it out the entire race. Eustler was holding until lap eight when he goofed in turn one. Abler then took over the lead and went on across the line for first. Eustler had to settle for second while Honda mounted Bernard Undassobissy finished third.

In other motos, local boy Phil Taylor (Hon) ran off and hid from the 250 — Open Intermediate — Expert moto. Mike Willis (Hon) did the same in the 125cc Intermediate — Expert run. Yamaha-mounted Carl Casanova (no relation to Don Juan) won the Old Timer's spree and John Lawson (Ind) had no trouble taking first in the 80cc race. Tom Church (Hus) inched past Jeff Lessley (Hon) right at the line for the Open Novice win. •

Results in Results Section.

Sunny Valley all washed up

By Lynne Diltz

SUNNY VALLEY, ORE., AUG. 16-17

Last May the start of the TT season at Sunny Valley Speedway

was delayed a week because of rain. When the next opening day finally dawned it rained again but not enough to halt enthusiastic riders who spent two hours drying the track. Well, this past weekend was to have been the 14th Annual Oregon State Championship Motorcycle Races. Saturday's heat races were fast and easy with 138 entries.

The super-slick track took a few by surprise and they spent some "down" time. Brian Doland (Kids class) wiped out on the inside right and was assisted off, limping badly. Next time around four bikes ended in a heap in the same spot but everyone was up and going without too much trouble. Randy Jordan then smakced the tires on that same righhander and he was a while getting up.

There was a line-up and introductions and Louie Booth, a professional rider from Gold Hill, took the starter's spot. The Elderly Gents boasted 10 riders and as they left the line Mike Lawless flipped over backward. He got himself and bike ready and did the same darn thing all over again! Joe Duncan, traveling in fourth, made a speedy run at Big Jim Miller but reckoned without the Oak Tree Corner where he ended with a stand-up finish.

Heat three of the Minis saw Andros Bales in a long lead when his putter quit. Do believe he was out of gas. 100cc rider Vic Lilya shot off the line into Number One, as usual, with Ken Percy close on his heels. Percy went inside and out for a couple of laps, finally took to the inside up the front straightaway, putting him in take-over position on the first lefthander.

On the first turn of a 125 heat, the Rothermal boy went down and Jane Colgrove had nowhere to go but over him bruising a leg. Janet left her bike, assisted him off the track and stayed with him until help arrived.

Rich Word won his 125 heat but the bike started popping and banging right after the flag. Rich then jumped on a 250 and rode that heat like a wild man, with no one getting near him.

Flyin' Brian Peterson had a ball on the slick track, pulling wheelies up the straights and literally throwing the bike into each corner, keeping a wary eye on one Jim McWhorter, who was within spittin' distance behind.

On Sunday, we tried! A practice was held for all late entries and the track was in fine shape, despite a few showers in the early morning hours. One hundred and eighty riders came out on the track for the line-up and introductions. The trophy dashes got underway and went as far as the 125 class before the darkening skies opened up and the rains came down. *Hard.*

Racing was declared postponed until Sunday, August 31. At that time the trophy dashes and mains will resume and season high-point trophies will be awarded. •

Weather permitting, of course!

Sandhill MX

By Steve Castillo

BRENTWOOD, CAL., AUG. 17

It looked as though Neil Mac Dannald's winning streak might come to an end today at Sandhill Ranch. Ron Self, now riding a Husqvarna, looked like the man to do it.

When the 250 Pro class blasted off in the first moto MacDannald (Yam) forced his way to the front of the pack and started to open up his usual lead.

STEVE CASTILLO

Go-go Gary Murphy chasing a third in 250 Pro at Sand Hill Ranch.

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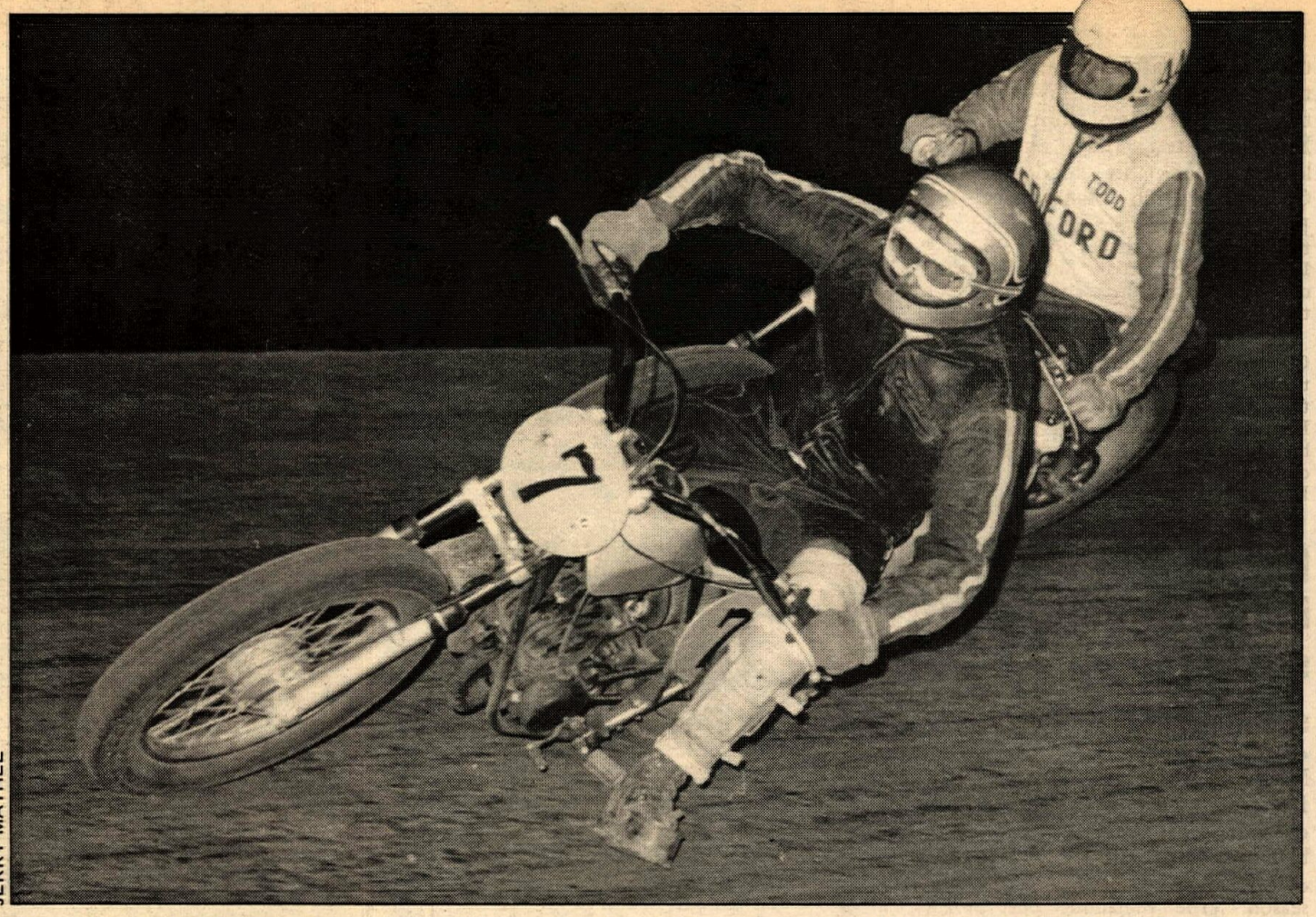

JERRY MATHEL

The previous week's Medford show saw Kerry (7) Himmelwright working to hold off Todd Puett in the 200cc Trophy Dash.

After about three laps it was MacDannald way out front with Ron Self about eight seconds behind and about six seconds behind Self came Bob Myers on a Maico. Further back there was quite a race shaping up for fourth between Greg Hebard (Hus), Gary Murphy (C-A) and Wayne Morrell (Pen).

With two laps left to go in the moto MacDannald seemed like the proverbial shoo-in; but he lost concentration in a dusty turn and went down. The crash was a simple one, but Ron Self was there to cash in on it. MacDannald got going again but back about seven seconds behind Self. Myers dropped out with bike problems giving third to Gary Murphy and fourth to Wayne Morrell.

Everybody in the pits knew that the second moto would tell all in the Self-MacDannald duel. MacDannald pulled one of his famous holeshots, and Ron Self fell right in behind in second place. Neil pulled away from Self and Ron just sat back and made the most of his position.

Once again there was a real battle going on between Murphy, Hebard and Morrell. Murphy was again able to keep ahead of the gang and finished third behind MacDannald and Self. Greg Hebard picked up fourth for his day's efforts. Overall MacDannald picked up the win with second going to Ron Self and third to Gary Murphy.

MacDannald also dominated both motos of the 500 Pro class. Neil won both races hands down with a little competition from Bill Johnson (Yam). Gary Murphy (Hus) was consistent enough to take second. Bill Johnson, after battling with MacDannald briefly in the first moto had bike problems and dropped back to third overall. •

Soggy trackin'

By Lynne Diltz

MEDFORD, ORE., AUG. 22

Someone forgot to turn off "The Tinkler" (that's Medford Raceway's appropriately named water truck) and as riders arrived in droves, they viewed a soggy, wet, short track. Vehicles crossed up better than motorcycles as a dozen took to the muddy mess to dry it out. After 56 minutes of that, the first bikes were let out for practice which was called off after 25 minutes because the track was still too slick. At race time, eight p.m., vehicles were again put on the track and by 8:30 it was 'done up proper.'

There's an 11 p.m. curfew at this track and after an instant riders meeting, the heats were started with the 125s. All classes went quickly despite the large number of entries. The Open classes had "Q" numbers all over the place – the Booth brothers Louie and Jim, John Schauble, Randy Johnson; Greg Wilson and Bob Thorpe back from a tour of California; Jeff Hurd, Frank Word and Jeff Campbell. This was Campbell's first race on a big ol' 750 Triumph imported from down south and he did right well.

After his 125 TD which featured a restart, Rich Word stormed out on the track to have a little talk with starter Ray Copeland. Words flew and Word ended up as starter for the remainder of the TD's, doing a good job and getting a heavy round of applause from the crowd.

The Open B was a wide open race. Louie Booth looked like a winner until he washed out in three-four, and positions two and three left the track in a fine effort to miss him. That put Andy Dressler in Number One and he went up the front straight kickin' his feet and yelling "Whoopee!," only to make one lap and bomb out on three-four. That left it up to Tom Oliver from Klamath Falls, who played it cool and took home a trophy. •

Jeff Snider pours it on at Deschutes

By Nancy Thomas

BEND, ORE., AUG. 17

Another rainy day in Bend as Deschutes Cycle Park re-opened after being temporarily closed. The rainy weather created a variety of track conditions to challenge the riders.

The turkeys started off with the second largest class of the day. Jim Walker (Bul) gobbled up all three motos from start to finish to emerge as top Turkey.

The 125 Junior class was exciting with several riders taking their turn in the lead. After lots of passing and WFO riding it was Jeff Snider (Hon) the cement mixer who had come all the way from last to take the first moto win. Second moto held just as much excitement with close battles going on from the leaders all the way down to the last of the pack. Will Beard (Hon) flashed by in first followed by Dan Hartsfield (Yam), Steve Stewart (Hon) and cement mixer Jeff Snider (Hon).

Points were so close going into the third moto that all the riders were really berserkin' it. Will Beard had the top spot but was quickly challenged by cement mixer Snider and a hard charging Chris Sargent (Hon). Snider copped the lead, but was overtaken by Sargent who ended up the eventual moto winner. The cement mixer (Snider) took the overall, followed by Beard and Sargent.

Expert classes were combined today with some fantastic racing and grueling 30 minute motos. Local hero Rod Kentner captured the overall after lots of hard work. Kentner was challenged by top Experts Bad Brad Lecklider (C-A) who captured second overall and Mark Matheisen (Yam) who gassed his way to first place in the second moto and third overall. •

Results in Results Section.

NORCAL SPEEDWAY

Stormin' Norman wins fifth Expo feature

By Warren Bradley

SACRAMENTO, CAL., AUG. 8

With the four starters in tonight's Scratch Main being the only riders

to win a Scratch Feature here in the past 14 weeks, this event has to rate as heavy duty. Norm Denny gated first and never looked back in leading Alan Christian, Rich MacMurray and John Cunningham across the finish line for this fifth win at Cal Expo this year. Denny and Christian have five wins now, MacMurray three and Cunningham two.

It was 14 weeks ago that Dave Cooper made his first Speedway start in the third division. Tonight he came off the 10 yard marker to lead the Handicap Main from start to finish for his biggest win of the year ahead of fast closing Alan Christian and Norman Denny. •

MacMurray wins Expo regular season finale

Sacramento, California
August 15, 1975

Much the same as brother Mike Bast did a few weeks ago, it was current U.S. Champ Steve Bast bringing in another capacity crowd here for the final week of the season. (The remaining post season events will be the annual NorCal Championships on September 12 and a National Championship qualifying round on September 20.)

In what will be a very debated start for many weeks, Steve Bast came into the starting box for the Scratch Main start, made contact with the tapes and was rolling his machine back when the gate went up. Rich MacMurray took an early lead with Dale Stetler and George Carter in close pursuit while the U.S. Champ got off the line in fourth. While MacMurray was on his way for his fourth Scratch Main win here, Steve Bast ran WFO for the four laps to finish number two with the last two places going to Dale Stetler and George Carter.

Proving that nice guys don't always finish last, Jay DeBeaubien led start to finish to win the Handicap Main ahead of Dennis Robinson and Mike Faria. Much credit goes to Jay for the help he has given many of the riders this year. This includes frame and fork repairs, parts, fuel and without him, many of the riders would have had to do the always expensive "searching."

Another class 'C' rider that is making very good progress in the Speedway ranks, Kirt Tardiff put in five smooth laps to win his first D-2 Main here.

With Lance King looping it at the start, the Junior Main had Jimmy Sizemore, Brian Thompson and Jon Haan in the win, place and show spots with a disgusted 'Little Ghost' watching from the infield.

Napa, California
August 16, 1975

Napa resident Dennis Robinson gave his many fans here reason to cheer by winning tonight's Scratch Main ahead of Alan Christian, George Carter and Paul Orlandi. With 10 weeks of the season gone here, only Robinson and Dale Stetler have been able to stop Nevada's 'Over the hill gang.'

From his 20 yard starting spot, Butch Corder won his first Handicap Main of the NorCal season.

Following his win at Cal Expo the night before, Kirt Tardiff made it two wins in two nights by winning tonight's D-2 feature ahead of Dave Myers and Mike Faria.

Junior honors tonight went to Steve Lucero, followed by Don Kirby and Jimmy Sizemore. For the second night in a row, Lance King again had problems holding on to his machine and finished fourth. •

Results in Results Section.

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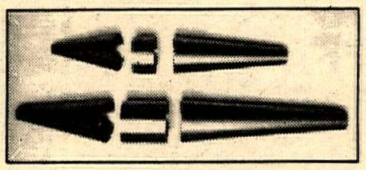
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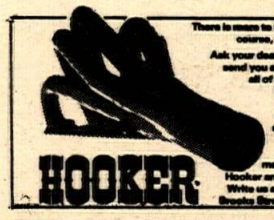
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CRAIG MOCK

Bill Correll, mounted on a highly modified 650 Triumph, manages to get within 50 feet of the crest before his steed decides to "go it alone" and reverse direction.

(Continued from page 23)

minis to take three laps. While no kicking, biting or gouging is permitted there *was* a bit of course cutting, so a blanket first was awarded to Charles Penny, Sr., Earl Penney, Sr., Joe Thompson, Bill Saylors and Dennis Keefe. ●

Another new hill

By Ann A. Powell

SUNNYMEAD, CAL., AUG. 17

The new hill offered by park owner, Doug Hall, was a mere 300 feet tall, but only about the first 175 feet had anything approaching a trail scarring the face.

Once the climb officially got underway, it became obvious that this was one tough hill. The 200 foot mark was not reached until mid-way through the 250cc class. It wasn't until near the end of the class that Ian Nascimento made his run. He took his stock 250 Yamaha all the way to the 225 foot mark and then all hell broke loose.

Nascimento was thrown when the front of the bike decided to climb to the clouds. It balanced a minute on the rear tire and then did a slow tumble. Nascimento and the bike bounced in a neck and neck race for the bottom of the hill. Finally, he was able to dig in and stop his momentum, the bike flipped over the top of him and just kept going.

But, the object of a hillclimb is not to see who can make the most spectacular crash, the object is to get over the top of a hill. Some of the top riders in the mid range classes had already been to the line and still no one had scored an over.

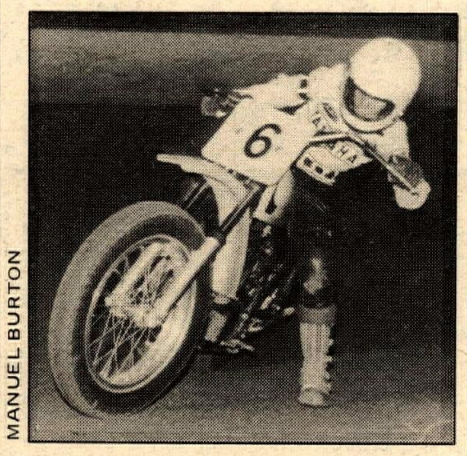
Finally, Wes Evans, known as "the giant killer," was on the line for his second run of the day. In the 400 modified class he had managed to set a high mark of 270 feet. Now he brought that highly modified Suzuki back for another try to the 450 modified class.

Evans roared away from the line and before the crowd had time to wonder if he could make it higher than on his first run, he disappeared over the crest to score the first over of the day.

By the time the second round of competition got underway it became obvious that it was really going to take some super riding and a lot of luck to better the first runs. In fact, of the more than 100 runs made, only about six or seven riders got higher scores on the second try. Again it was Evans, riding in the 400 modified class, who went over the top.

So, while the small bikes bogged down at the bottom of the hill and big bikes bogged at the top, Evans just flew over the hill to take the Overall Winner's Trophy. ●

Results in Results Section.



MANUEL BURTON

Lady Luck finally smiled down on Dylan Niehart at Corona Raceway.

Whetstone, Minnig & Tidwell share

By Elaine Jones

CORONA, CAL., AUG. 13

Mike Minnig brought home his first victory in the 250cc Expert short track, where he posted a sizzling wire-to-wire win. Long-time rival Mike Tidwell was right behind him all the way, but just didn't have enough to get around.

Survival of the fittest was the key word in the second Minnig win, which came in the 250cc Expert Twin half-mile. Six started the race, and two finished. Again it was wire-to-wire for Mike. Tidwell was right behind until bike problems retired him, and Terry Statum was more than happy to take over second place.

Mike Tidwell captured both the 125cc Amateur/Expert short track and half-mile, although a new challenger is emerging from the Amateur ranks in the person of Danny Perkins. Even though he didn't catch Mike, Danny sure gave him something to worry about.

On the half-mile, Wayne Rainey looked like he had it all sewed up and then on lap six, the bike went sour. Tidwell wailed on by and Danny Perkins was right there for second.

There were bunches of 250cc Novices, and so on the half-mile, two divisions did their thing in the interest of safety. Division One had Cliff Whetstone really getting it on on his 250cc Yamaha, leading from start to finish. Cliff got his second win of the evening on the 100cc Novice short track which he led from start to finish.

Division Two (250cc Novices) mixed it up a bit more and it was pretty Bobbie Hunter that was doing most of the stirring. Pryor Campbell got so stirred, he blew his bike and Bobbie went to second and almost grabbed it all.

Dorothy Rowe did it to the guys again as she got out on top and never looked back in the 250cc Expert single half-mile. She admitted the eight-lap main almost did her in, but it sure didn't look like it.

Dave Lujan continues to roll right along in the Open Expert Short Track as he pulled another one of his super spectacular come-from-behind-at-the-last minute numbers. Second and third place finishers, Jay Lewis and John Calicchio are still wondering what happened. ●

Results in Results Section

they really got it together. Bob Graves, Jr. picked up the win in the Open Amateur half-mile keeping his Yamaha out in front from start to finish over Steve Miller and Ed Turmross. Bob has been trying to get his new machine sorted out and it certainly looked like his house was in order.

Bob Graves, Sr. didn't win, but he probably worked just as hard for his third place finish in the 250cc Novice half-mile, especially since a very bad start got him off the line last and he had to work his way through traffic. It was Bobbi Hunter that literally blew the gentleman's doors off to take home the gold.

Mark Butler more than made up for his second in the half-mile when he turned around and won the 250cc Novice TT. It was Mark's ball game from start to finish. Second place Ray Porter played dance around with Richard Fritz and it was the second to last lap before he caught him.

Eddie Lawson riding flat track for Gary Jones, the motocross specialist, pulled a double whama as he picked off the 250cc Amateur/Expert TT and the Open Expert TT.

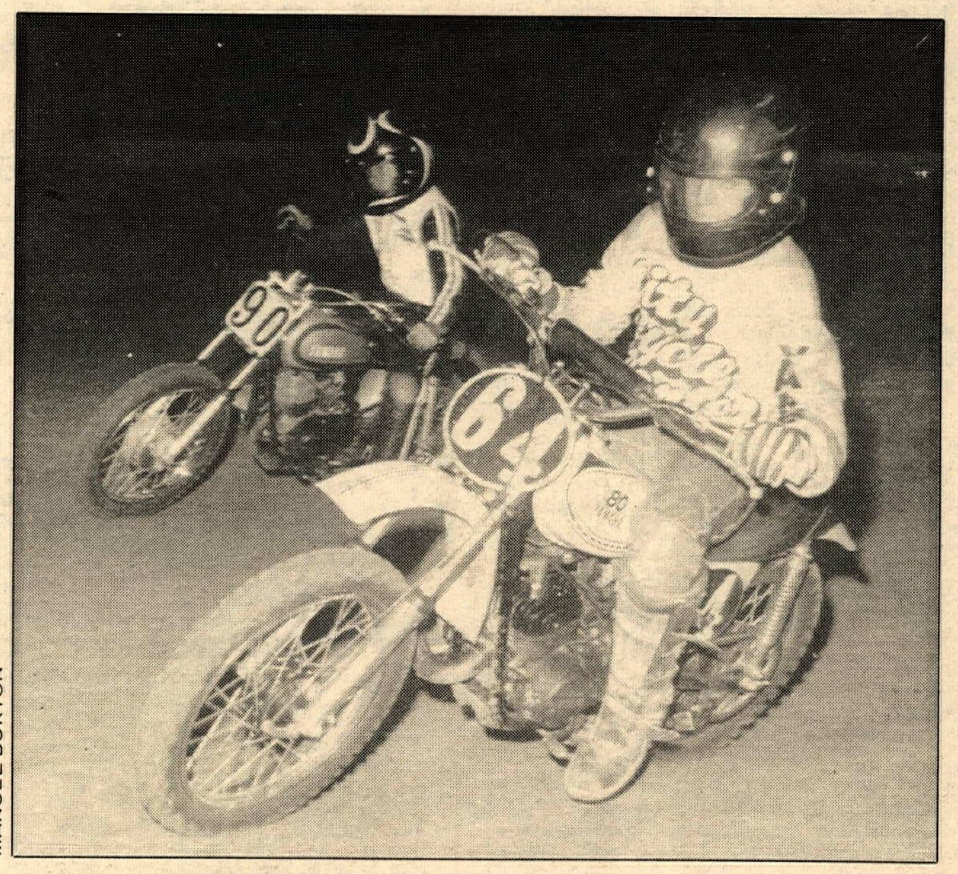
On the TT Eddie got a good start which gave him the lead, but a much improved and very strong Greg Zehner was in hot pursuit, not to mention Jones' teammate Jackie McElwain and Dan McWhorter. Everybody settled down to wait for mistakes that never came and they finished in the same order.

Ken Owen also posted a double win claiming both the Open Novice TT and half-mile. Ken was off on top of the TT with Dave Destler right behind him. Ken Griner, who seems to be taking over for his son, slipped by Robert Chapek and took over third.

Turn about is fair play and Mr. Chapek can give as good as he gets. He turned the tables on Ken Griner in the Open Novice half-mile. It was still Ken Owen all the way in the first lap, but when the dust settled it was Chapek in second and Griner in third.

Tim McWhorter and Dave Lujan really mixed it up on the Open Expert 500cc half-mile. Tim took the lead after one lap from John Calicchio only to have Dave Lujan do it to him on lap three. Dave held the lead until lap eight when Tim blasted by and pulled the door closed behind him. Bill Matherson caught John in a mistake and slipped in for third. ●

Results in Results Section.



MANUEL BURTON

Two mighty mini riders out at Corona Raceway are Dale Akers (64) and Rodney Rainey (90).

Father and son do their thing

By Elaine Jones

CORONA, CAL., AUG. 20

For the past few weeks a father son combo has been making the trip from Hemet to do their thing on the Corona courses. This week

RESULTS

Escape Country MX
Trabuco Canyon, Calif.
Aug. 23,1975

SUPER MINI	
Patrick Johnson	Yam
Ken Erb	Yam
Brad Royster	Hon
SUPER MINI BEG	
Rusty Brown	Hon
SUPER MINI NOV	
Mike Bronson	Hon
100 1st DAY	
Larry McLey	Yam
Kevin Pittman	Hon
100 BEG	
Mark Todd	Hon
125 1st DAY	
Don Gorme	Yam
David Larson	Yam
Mike McLey	Yam
125 BEG	
Mike O'Brien	Hon
Bill Erb	Hon
Barney Bartling	Hon
125 NOV	
Gary Devlin	Kaw
Scott Martineau	Kaw
250 1st DAY	
James Michaels	Mont
Mike Rios	Hon
250 BEG	
Ronald Kupke	—
250 NOV	
Craig Givant	Bul
Vince King	Yam
250 INT	
Gary Peterson	Mai
Bill Schmeltz	Can Am
OPEN	
Roy Stone	Bul
OPEN BEG	
Larry Shively	Bul
OPEN NOV	
Mike Quibodeaut	Hus
OPEN INT	
Mike Belisle	Yam

Las Vegas MX Club
Las Vegas, Nev.
Aug. 17, 1975

125 NOV	
Bobby D'Amora	Yam
Ken Kersey	Hon
Robert Kitchell	Hon
OVER 38	
Fred Bartsch	Yam
Ken Hamman	Yam
125 BEG	
Cole Ginter	Hon
Fritz Kirschner	Hon
Tiny Scriven	Yam
125 AM	
Todd Kutcher	Yam
Gino Cursoli	EMS
Raul Rodriguez	Mono
125 EX	
Mike Hines	EMS
Rick Polson	Hon
Glen Munyan	D&G
250 AM	
Robert Beckett	Hus
Rick Malone	Kaw
Craig Haupt	Yam
250 EX	
Gregg Smith	Mai
Kenny Krumme	Mono
Mel Chapman	Mai
250 NOV	
Keith Adams	Yam
Don Adams	Hus
Art Lanier	Suz
500 EX	
Mel Chapman	Mai
Randy Finch	CZ
Floyd Dunn	Mai
500 AM	
Bill Spurrier	Mai
Victor Lichty	Yam
Brian Aden	Yam
500 NOV	
Neil Thurgood	Yam
Richard Dashley	Bul
Russ Maxfield	Hus
MINI 80 BEG	
Duane Shields	Hon
Brent Rabello	Hon
Ken Sotelo	YZ
MINI 60 BEG	
Mike Williams	Hon
Gene Cosse, Jr.	Yam
MINI 80-60 NOV	
Jeff Bzoskie	Hon
Joe Aguiliera	Yam
Kevin Keefe	YZ
MINI AM	
Donnie Toti	YZ
Randy Dalton	Yam
Cotton Sutcliffe	Hon
MINI EX	
Lenny Giger	Hon
Troy Fitch	Yam
Marv Chapman	Nog
100 AM	
Jack Ramsay	Suz
Robin Harris	Suz
Ken Kersey	Suz
100 EX	
Paul Emerson	Hod
Marv Chapman	Hod
Daniel Holtz	Yam
100 NOV	
Jerry Ramsay	Suz
Jimmy Krumme	Yam
Fred Bartsch	Yam

R.A.C.E. MX
Corona Raceway
Corona, Calif.
Aug. 14, 1975
By The Tube

MINI CYCLES	
Randy Shoaf	Hon
Marty Kistler	Hon
Greg Herring	Hon
SUPER MINI	
Lindley Kistler	Hon
Mark Williams	Hon
Andy Blodyk	Hon
100 BEG	
Michele Williams	Yam
Steve Corriveau	Suz
Cal Beddy	Yam
100 JE	
Ric Emmal	Suz
Bill Wier	Hon
Jeff Schones	Hon
100 PRO	
Mark Brooks	Hon
Ray O'Brien	Hon
Randy Skinner	Hon
125 BEG	
Jim Tarantino	Hon
Brian Phillips	Hon
Hans Nesbit	Suz
125 JR	
Todd Miller	Hon
Marc McClure	Suz
Scott Cecil	Hon
125 INT	
Jackson Kistler	Hon
Soctt Sheedy	Hon
Don Duncan	Hon
125 PRO	
David Williams	Yam
Paul Schones	Hon
Floyd Burk	Yam
250 BEG	
Randy Rosten	CZ
Ken Nelson	Yam
Jeff Wood	Yam
250 JR	
Doug Kramer	Mon
David Doty	Hus
Joe Crabtree	Yam
250 INT	
Kelly Milligan	Hon
Gary Peterson	Mai
Jim Reeder	Yam
250 PRO	
David Williams	Yam
Rick Lee	Yam
Kelly Callaway	Yam

Sandhill Ranch MX
By Steve Castillo
Brentwood, Calif.
Aug. 17, 1975

MINI	
Brad Holcomb	Hon
Dan Cleusents	Hon
Bob Webster	Hon
100 JR	
Cliff Chaulaker	Hon
Brian Odell	Yam
Jeff Riner	Hon
125 JR. DIV. I	
Mike Ogua	Hon
Ron Ellis	Yam
David Leet	Hon
125 JR. DIV. II	
Rodney Greener	Hon
Joe Grossi	Hon
Dennis Tate	Hon
125 JR. DIV. III	
Clyde Lawlor	Hon
Bobby Grewer	Hon
Randy Kerslake	Hon
250 JR. DIV. I	
Wayne Aicher	Yam
Lee Hyatt	Yam
Tony Lukaszuski	Hus
250 JR. DIV. II	
John Allum	KTM
Steve Abbott	CZ
Wally Macor	Hon
500 JR.	
Chuck Cochor	Hus
Doug Tabancuraa	Mai
Kevin Hill	CZ
OLD TIMERS	
Jack Lewis	Bul
Roger Kule	Bul
Bill Mooney	CZ
125 INT.	
Nick Geranio	Hon
Kipp Klassen	Hon
Mike Scaudman	Hon
250 INT.	
Dan Castelhouse	Yam
Herb McWilliams	Mon
John Sullivan	C/A
500 INT.	
Bob Sullivan	Yam
John Swan	Hus
Hykie Olson	Mai
125 PRO	
Dan Dobbins	Hon
Mike Marquez	Hus
250 PRO	
Neil MacDannald	Yam
Ron Self	Hus
Gary Murphy	C/A
500 PRO	
Neil MacDannald	Yam
Gary Murphy	Hus
Bill Johnson	Yam

Escape Country MX
Trabuco Canyon, Calif.
August 24, 1975

MINI CLASS	
David Niemann	Hon
SUPER MINI	
Adam Renteria	Hon
Steve Schock	Hon
Neal Mofhitz	Hon
SUPER MINI BEG	
Mike Kadow	Hon
SUPER MINI NOV	
Tom Hernandez	Hon
Ryan Eide	Hon
Randy Atanay	Hon
SUPER MINI INT	
Robert Beaver	Hon
SUPER MINI EX	
Mike Stepak	Ind
SUPER MINI PRO	
Bobby Hart	Hon
100 1st DAY	
Mark Ambrose	Suz
100 NOV	
Steve Beaver	Hon
100 INT	
Danny Westergaard	Suz
100 EX	
David Oller	Hon
Lee Eide	B&M
Scott Clifton	Hon
125 1st DAY	
Greg Betz	Suz
Gene Van Dyke	Yam
Tim Marshall	Hon
125 1st DAY	
Don Morgan	Hon
Rick Shaddox	Yam
Jim Granger	Hon
125 BEG	
Eddie Drake	Hon
Chuck Fry	Yam
Sam Ermolencko	Hon
125 NOV	
Bob Sabins	Hon
Albert Araya	Hon
Randall Dyer	Hon
125 NOV	
Rudy Chavez	Hon
Mark Petty	Hon
Wayne Talkington	Hon
125 INT	
Kelly Walker	Hon
Mark Marriott	Hon
Lance Mason	Hon
125 EX	
David Taylor	HOP
Gary Denton	Hon
Dave Carlson	Hon
250 1st DAY	
Paul Liberty	Mai
Gary Gunn	Yam
Mike Probst	Hon
250 BEG	
Wayne Talkington	CZ
Bob Hicks	CZ
Richard Bachman	Hon
250 NOV	
Nick Peltzer	CZ
Mark Taylor	Kaw
Roy Knight	Hus
250 INT	
Jim Carlino	Mai
Mark Musgrave	CZ
Eric Heideman	Kaw
250 EX	
Dave Carlson	Mai
Jeffrey Vidic	Mai
Mark Marinez	Mai
OPEN	
Rick Smithers	Yam
OPEN NOV	
Steve Chandler	Yam
Walter Boris	Bul
OPEN INT	
Scott Scott	Yam
Ron Ryer	CZ
OPEN EX	
John Derhammer	Mai
Andy Bolander	CZ
Tim Turner	CZ

AME MX
Indian Dunes
Valencia, Calif.
Aug. 15, 1975

MINI JR	
Donnie Simington	Hon
Jim Radwick	Hon
Tim Smith	Yam
MINI EX	
Scott Grose	YZ
Mike Nance	Yam
Scott Wilder	Yam
100 MINI	
Scott Boek	Pow
POWDER PUFF	
Robin Wright	Hon
Lynn Musgrove	Yam
RoxAnn Dougherty	Hon
OLD TIMERS	
Robert Lee	Hon
Dick MacDonald	Yam
Loren Andrews	Kaw
DINOSAURS	
Tim Harris	Tri
Roger Dubaich	Tri
Louis Joseph	Tri
100 BEG	
Bruce Rasmussen	Hod
Craig Thompson	Suz
100 JR	
Kent Parkinson	Hon
Dana McGlothlin	Suz
Phil Rue	Hon
100 INT	
Marty Desbrow	Suz
125 BEG DIV I	
Greg Torgerson	Hon
Paul Lance	Yam
John Parrish	Hon
125 BEG DIV II	
Marc Marszalek	Hon
Dave Hunt	Suz
Jerry Kessloff	Hon
125 BEG DIV III	
Ron Morrison	Bul
Dave Blakenship	Hon
Dan Caneva	Hon
125 JR	
Mike Renia	Hon
Paul Christensen	Hon
Bryan Alexander	Hon
125 INT	
Bobby Burns	Suz
Hugh Kearns	Yam
Bob Ramsey	YZ
125 EX	
Willy Simons	Hon
Bobby Jones	Hon
Jim Hale	Hon
250 BEG	
Derek Woodman	Kaw
Paul Rue	Hon
Ernie Lovis	CZ
250 JR	
Mark Amendola	Mai
Mike Harnacker	CZ
Mike Brazeal	Hon
250 INT	
Gary Holtzman	Bul
Chris Mallory	Mai
250 EX	
Will Harper	Mai
Jim Tassano	Mai
Kevin Tucker	Mai
500 BEG	
Gary Ringrose	Yam
Dan Schneider	CZ
Gary Taylor	Mai
500 JR	
Dan Murphy	Yam
500 INT	
Tom Alexander	Mai
Mark Manley	Mai
500 EX	
Kenny Zahrt	Bul
Don Draz	Bul
Dave Haugh	Mai
CHIEF OF THE DUNES	
Joe Root	

D-36 Semi-Pro MX
Live Oak, Calif.
August 16, 1975
By Rex Backman

OPEN EX	
Neil MacDannald	Nog
Danny Garland	Yam
Harry McMahan	Bul
OPEN JR.	
Charlie Sexton	Yam
Bill Majors	Bul
George McNamara	Mai
OPEN NOV	
Ralph Trumbell	Mai
Andy Warnock	Hus
Steve Sandgren	Yam
250 EX	
Neil MacDannald	Nog
Charles Halcomb	Hus
Delno Becker	CZ
250 JR.	
David McMahon	Bul
Kevin Booth	Pen
Eric Dutton	Pen
250 NOV. DIV. I	
Dick Short	Hon
Tony Sauer	Yam
J.J. Jones	Hon
250 NOV. DIV. II	
Phil Minahan	Yam
Tom Gray	Hon
Ken Sylva	Hon
125 EX	
Mitch DeVaughn	Yam
Jim Sylva	Hus
Rocky Pocock	Yam
125 JR	
Toby Kramascz	C/A
Jim Fisk	Kaw
Rich Paris	Hon
125 NOV. DIV. I	
Bobby Coker	Yam
Gary Elliot	Hon
Todd DeVaughn	Yam
125 NOV. DIV. II	
James Hill	Hon
Gerald Rhone	Hon
David Coker	Yam
125 NOV. DIV' III	
Daivd Thompson	Hon
Dave Kindett	Hon
Greg Boivin	Hon
MINI JR-EX	
Troy DeCoque	Hon
Rodney Saling	Yam
Rett Lynn	Yam
MINI NOV	
Brad Emery	Yam
Jimmy Souza	Yam
Jeff Fuller	Yam

R.A.C.E. MX
Corona Raceway
Corona, Calif.
Aug. 15, 1975
By The Tube

MINI CYCLES	
Scott Davis	Hon
Marty Kistler	Hon
Mike Word	Hon
SUPER MINI	
Lindley Kistler	Hon
Jim Hall	Hon
Richard Soria	Hon
100 BEG	
Steve Kuser	Suz
Mike Auer	Suz
Don Hockett	Hon
100 INT	
Tim Murphy	Hon
Paul Ballow	Hon
100 PRO	
David Oller	Hon
Ray O'Brien	Hon
Mark Brooks	Hon
125 BEG	
Paul Ivie	Yam
Bill Bailey	Hon
Renard Kepler	Yam
125 JR	
Todd Miller	Hon
Russell Stark	Suz
Dan Hockett	Hon
125 INT	
Mike Tidwell	Yam
Scott Sheedy	Hon
Ruben Durazo	Suz
125 PRO	
Marty Miller	Hon
Floyd Burk	Yam
Doug McGowan	Suz
Albert Cancino	Hon
Danny Jean	Hon
Steve Bauer	Hon
250 BEG	
Mike Fitzgerald	Mon
Jess King	Yam
Patt Kimpston	Suz
VERY VIRILE VETS	
Bob Crandall	Suz
George Zuber	Yam
Jerry Holland	Hon
250 JR	
Eddie Lawson	Pro
Ray OberMeyer	Hus
Jerry Seeley	Hus
250 PRO	
Keith Patten	Yam
Richard Harris	Hon
Gary Jones	Pro
500 BEG	
Jerry Scott	Bul
Jon Bilotta	CZ
Robby Stark	Yam
500 JR	
Thom Miller	CZ
Bob Wright	Mai
Ron Miller	Mai
TEAM SCORES	
Harrys	65
Power Prod.	34
Desert M/C	18

Sprocketta Park MX
Bakersfield,Calif,
Aug. 15,1975
By Cosmic Cat &Co.

80cc NOV	
John Lawson	Ind
Chuck Kibbee	Hon
Eric Olsen	—
100cc NOV	
Jack Boone	H-D
Leon Delikowski	Pen
Jack Peterson	Hon
125cc JR DIV I	
Dewayne Miller	Yam
Tim Baughman	Hon
Ed Rice	Hon
125cc JR DIV II	
Larry Pasquini	Hon
Wayne Levtiz	Yam
Jim Dover	Hon
125cc JR DIV III	
Mark Abler	Suz
Rick Eutsler	Yam
Bernard Undassobissy	Hon
125cc INT/EX	
Mike Willis	Hon
Herbert Mawn	Suz
Randy Lewis	Hod
250 cc NOV DIV I	
Brian Hurst	Hon
Scott Forbes	Yam
George Chase	Hon
250 JR DIV II	
Tim Dias	Yam
Gary Luther	Yam
Bryan Kennedt	Hon
OPEN NOVICE	
Tom Church	Hus
Jeff Lessley	Hon
Jack Boone	Yam
250cc OPEN INT/EX	
Phil Taylor	Hon
Brad Davis	Hon
Bruce Haley	Bul
OPD TIMERS	
Carl Casanova	Yam
Chuck Bailey	Yam
Dominic Arbura	Hus

CRC MX
Indian Dunes
Valencia, Calif.
Aug. 24, 1975
By G.J.

MINI EXPERT	
Scott Boek	Hon
MINI NOV	
Jim Radwick	Hon
Butch Roberts	Yam
Jim Stewert	Yam
MINI BEG.	
Dave Halverson	Hon
Scott Phipps	Hon
Robert Guitterez	Yam
Robert Guitterez	Yam
MINI 60cc	
Shep Bielec	Yam
David Riggi	Hon
OPEN EXPERT	
Mike McKnight	Mai
Dennis Hazlett	Yam
John Easton	Yam
OPEN INT.	
Bob Ridgwan	Mai
Bill Emery	Bul
250 EXPERT	
Steve Miller	Mai
Bruce Jones	Yam
Manny Angelo	Bul
250 INT.	
Steve Holben	Yam
Mike Barnett	Yam
Robert McBrown	CZ
125 EXPERT	
Mark Lawerence	Yam
Steve Potts	Hon
Mark Rickey	Yam
125 INT.	
Gary Scheidler	Yam
Mark Nearing	Hon
Greg Draskovich	Hon
VETERANS	
Dick Yeates	Kaw
John Wilson	Hon
Chuck Bailey	Yam
OPEN NOVICE	
Keith Petrangelo	BSA
Steve Olsen	CZ
Ken Mann	Bul
OPEN BEG.	
Glen Gehlke	Bul
Scott Hansen	Mai
Bryan Ames	Yam
250 NOVICE	
Mike Harnacker	M-V
Greg Blazek	Yam
Ron Flores	Yam
250 BEG.	
Mike Renner	CZ
Kris Jensen	Yam
Louis Springer	Yam
125 NOV.	
Mark Wiklund	Hon
Kent Parkinson	Hon
Tom Halverson	Yam
125 NOV -16	
Donald Draskovich	Hon
Fred Caldwell	Yam
Jim Myers	Hon
125 BEG.	
Dave Roemer	Hon
Robert Miller	Suz
Jim Gaede	Suz
125 BEG. -16	
Paul Lane	Yam
Tony Fazio	Hon
Kevin Bollinger	Hon
100 NOVICE	
Craig Parkinson	Hon
John Wilson Jr.	Suz
Jeff Warner	Hod
100 NOV -16	
Burl Beveridge	Suz
Bob Dixon	Suz
Steve Jones	Suz
100 NOV. -16	
Burl Beveridge	Suz
Bob Dixon	Suz
Steve Jones	Suz
100 BEG.	
Mark Adams	Yam
Larry Hipp	Suz
Steve Mandic	Yam
100 Beg. -16	
Randy Okada	Yam
Leighton Rose	Suz
Greg Murrieth	Yam
WOMEN'S DIVISION	
Eileen Alba	Hon

CMC Motocross
Ascot Park
Gardena, Calif.
Aug. 27, 1975
By Mike Klinger

MINI	
Doug Nicol	Hon
Ed Glover	Hon
Rick Atkins	LBH
MINIS	
Steve Postlewaite	Hon
Steve Zinkow	Hon
Dave McNew	BSA
MINI	
Brett Bell	Hon
Glenn Roden	Hon
Mike Stepak	Ind
100cc	
Don Laverty	Ric
Adrian Escarciga	Yam
Mike Glendenning	Yam
125 PRO	
Mike Bell	Hon
Jim Domann	Hon
Mark Lawrence	Yam
125 INT	
Jim Forehand	Hon
Joe Liccardi	Hon
Steve Schilling	Hon
125 JR ONE	
Brett Lockhart	Suz
Ron Carwin	Hon
125 JR TWP	
Pat O'Leary	Hon
Dave Smoot	Hon
Doug Lambert	CZ
250 PRO	
Jeff Jennings	Bul
Bill Rubly	CA
Joe Johnston	Oss
250 INT	
Roger Smith	Yam
Eric Heidemann	Kaw
Don Jarrin	Mai
250 JR	
Ken Omdahl	Hon
Mike Hair	Oss
John Trogden	Bul
500 PRO	
Corey Bogane	Mai
Dick Smallwood	Hon
Lee Evans	CZ
500 INT	
Cliff Hicks	Suz
Mike Hill	Bul
Mike Pelley	CZ
500 JR	
Bruce Bridgeman	CZ
Cal Browning	Mai
Mike Day	Bul

RESULTS

D-36 Short Track
Fremont, Calif.
Aug. 6, 1975
By W.H. Spencer

60 NOV
Ron Kinney Yam
Denise Johnson Hon
60 JR
Glenn Davis Yam
80 NOV/JR
Glenn Davis Yam
Dean Scott Ind
80 EX
Rick Ryam Yam
Doug Chandler Yam
100 NOV/JR
Brad Brown Suz
Vince Lewis Yam
100 EX
Tony Deatherage Yam
Jim Cunningham Yam
100 NOV
Rod Shrum Yam
Stan Eubanks Yam
125 NOV
Brian Thompson Yam
Mickey Krusemann Yam
Tony Adragna Yam
125 JR
Louis Mazur Yam
Bernd Koegler Hon
Tom Reynolds Yam
175 NOV
Bob McDonnell Bul
Mark Swift Yam
200 NOV
Gary Pedrick Bul
Frank Mazur Bul
250 NOV
Tony Gould Bul
Stan Slate Yam
Jerry Cerro Yam
250 JR
Ken Robicheaux Yam
Ron Day Bul
Rick Siote Suz
250 EX
Randy Mamola Yam
Dave Faria Yam
Jess Kreyling Bul
360 NOV
Lynn George Hon
Tim West Yam
Dave Reibin Yam
360 JR
Randy Harpel Yam
Larry Tholcke Kaw
Larry Schultz Hon
360 EX
Steve Eklund Yam
Rodger Slack Yam
Chuck Miller Yam

TT Scrambles and Short Track
Perris Raceway
Perris, Calif.
Aug. 2, 1975
By M. Hailey

100 NOV
Rob Selvy Yam
Steve Wilburn Hon
Kirk Johnson Yam
125 NOV
Charles Carroll Yam
Rick Clubb Mai
Don Tucker Yam
125 NOV
David Ochoa Kaw
Bruce Heiland Yam
Stephen G. Peek Yam
125 AM/EX
Dorothy Rowe Yam
Brad Oxley Yam
Jim Speigle Yam
175 NOV/AM
Jess King Yam
J. Norsworthy Bul
Curtis Owens Yam
250 NOV
J. Ward McKee Kaw
Jeff North Bul
Rick Montoya Bul
250 NOV
Brad Cox Yam
Dennis Pinherio Bul
Vince Bruma Yam
250 AM
Brad Oxley Yam
Ken Renner Yam
Gary Ludwig Yam
250 EX
Dorothy Rowe Yam
Carroll Heiland Yam
Richard Trait Oss
OPEN NOV
Bob Graves Yam
Fred Paxton BSA
Dave Destler Gri
OPEN NOV
Dick Jenkins Yam
Art Day CZ
Ed Hinkler Yam
OPEN AM/EX
Mike Myers Nor
Steve Nichols Yam
Don Frauenberger Yam
SHORT TRACK
100/125
Charles Carroll Yam
Kevin Rogers Yam
Dee Tryon, Jr. Hon
250 NOV
J. Ward McKee Kaw
Rick Montoya Bul
Jim Chancellar Yam
250 AM/EX
Brad Oxley Yam
Rich Trait Oss
Dorothy Rowe Yam
OPEN
Don Frauenberger Yam
Steve Nichols Yam
Rex Hailey Yam

Boss MX
Dixon, Calif.
August 10, 1975
By Sallee Hilton

OLD TIMERS
Frank Hicks Hus
Norm Smith BSA
Robert Brookins Hus
VETERANS
Bob Collins Hus
Carl Leihr CA
John Talbot Bul
MINI NOVICE
Todd Provine Hon
Mike Menez Hon
Curt Anselmo Yam
MINI EXPERT
Greg Bonovich Yam
Mark Shumate Yam
Jim Robertson Hon
100 INTERMEDIATE
Joe Williams Hon
Troy Arnold Suz
Wayne Petifer Yam
POWDER PUFF
Jan Parker Hon
Nina Bevilacqua Hod
Linda Clare Suz
100 NOV
Alan Barnard Suz
Mike Stemberg Suz
Kevin Nash Hod
125 EX
Mike Hersman Hon
Robert Freidland Yam
Mitch DeVaughn Yam
125 INT
Randy Stevens Suz
Laine West Suz
Marvin Woods Suz
125 NOV DIV I
Danny Lee Willis Yam
Glenn Welsh Hon
James Howe Hon
125 NOV DIV II
Martin Talbot Hon
Drew Clyde Hon
Steve King Yam
125 NOV DIV III
Bobby Grewer Hon
Jeff Herndon Bul
Clyde Lawler Hon
125 NOV DIV IV
Gary Guerrero Suz
Jay Grogg Hon
Ron Lawson Bul
250 EX
John Franklin Hus
Mike Jennings CA
Ted Rogers Hus
250 INT
Cory La Rue Bul
David Woodall Bul
Joe Cody Mai
250 NOV DIV I
Paul McGrath Yam
John Talbot Bul
Brett Chapman Bul
250 NOV DIV II
Mike Bright Bul
Gary Guerrrero Bul
Ed Marchini Hus
OPEN EXPERT
John Franklin Pen
Casey Vail Mai
Mike Cates Yam
OPEN INTERMEDIATE
Bob Sullivan Yam
Joe Elkins Bul
Bob Collins Pen
OPEN NOV DIV I
Jack Belicitti Yam
Dan Tabungcura Mai
Robert Springman Yam
OPEN NOV DIV II
Richard Dyer Hus
Bud Lemke Bul
Kevin Hall CZ
PEE WEE
Robbie Warren Hon
Jimmy Rose Hon
Aaron Hill Hon

Escape County MX
Trabuco Canyon, Calif.
Aug. 16, 1975

SUPER MINI 1st DAY
Patrick Johnson Yam
Kevin Carpenter Hon
SUPER MINI BEG
Kevin Okura Yam
Rusty Brown Hon
SUPER MINI NOV
Mike McCormick Yam
100 1st DAY
Mark Harpwood Yam
100 BEG
Mark Todd Hon
125 1st DAY
Kenny Uyeda Hon
Scott Fulton Suz
Lee Nygaard Hon
125 BEG
Robert Hoffman Hon
Karl Verhoef Hon
125 NOV
Bob Walker Hon
Kris Laursen Hon
250 1st DAY
Bobby Schmidt CZ
George Nazaroff Hon
250 BEG
David Gill Hus
Dan De'Arman CZ
250 NOV
Rick Erickson Hus
Joe Doyle Hus
250 INT
Bill Schmeltz C-A
OPEN BEG
Greg Heuer CZ
OPEN NOV
Mike Quilbodeauk Hus
OPEN INT
Jeff Moore Mai
OPEN EX
Jeff Jensen Hus

TT and Half-Mile
Corona Raceway
Corona, Calif.
Aug. 20, 1975
By Elaine Jones

MINI
Chris Cannon
David De Temple
Chuck Bittle
MINI II
Dale Akess
Rodney Rainey
Dean Osthoff
100cc NOVICE
Bill Vaughn
David Pierce
Rob Selvy
MINI III
Dan Wendt
Tom De Avila
Richard Jones
MINI BIKE
Charlie Taylor
Greg De Avila
Mike Spain
125cc AM
Fred Conover
David Jenkins
Carl Whitt
125cc NOVICE
Robert Pfetzing
Don Tortorelli
Jeff Knight
125 NOVICE
Clifford Mathews
Joel Bilotta
Mike Paulson
250 NOVICE
Mark Butler
Roy Porter
Richard Fritz
250 EX/AM
Eddie Lawson
Greg Zehner
Jackie McElwain
OPEN NOVICE
Ken Owen
Dave Destier
Ken Griner
OPEN EX
Eddie Lawson
John Calicchio
David Reinhart
MINI
Chris Cannon
Terry McCreery
Chuck Bittle
MINI
Dean Osthoff
Dan Wendt
Tom De Avila
MINI
Charlie Taylor
Mike Spain
Greg De Avila
100cc NOVICE
John Evans
Bill Vaughn
Rob Selvy
125 NOVICE
Don Tortorelli
Terry McCreery
Bobbi Ontiveros
125cc AM
Danny Perkins
David Jenkins
Mike Ochs
250 NOVICE
Bobbi Hunter
Mark Butler
Bob Graves
250 AM6EX
Greg Zehner
Doug Davenport
Eddie San Roman
250cc EX TWIN
Tom Mohr
Terry Statum
David Kerr
OPEN NOVICE
Ken Owen
Robert Chapek
Ken Griner
OPEN AM
Bob Graves
Steve Miller
Ed Turnross
OPEN EX 500
Tim McWhorter
Dave Lujan
Bill Matherson
OPEN EX 750
Jack Langston
Jeff Desmat
Terry Statum

Trophy Winners
Hillclimb
DeAnza Cycle Park
Sunnymead, Calif.
Aug. 17, 1975
By Ann A. Powell

MINI CLASS
Steve Stith
Chris Bridges
100 CLASS
Steve Stith
125 CLASS
Tom Turner
175 CLASS
Jim Collier
250 STOCK
Elden Peterson
Ian Nascimento
Carl Collier
250 MODIFIED
Wes Evans
Doug Hall
360 STOCK
Bill Estes
360 MODIFIED
Wes Evans
400 STOCK
Kerry Peterson
Jim McClendon
400 MODIFIED
Wes Evans
Kerry Peterson
450 STOCK
No Class
450 MODIFIED
Wes Evans
Jim Garner Jr.
500 STOCK
Ed Shaver
Jim Collier
500 MODIFIED
Carl Collier
Doug Hall
Ron Thompson
650 STOCK
Don Robinson
Bob Day
Duane Vinson
650 MODIFIED
Ed Shaver
Chuck Key
Ron Saffel
750 OPEN
John Bjorkman
Ed Shaver
OVERALL
Wes Evans

CRC Motocross
DeAnza Cycle Park
Sunnymead, Calif.
Aug. 10, 1975
By Gus

100 NOV -16
Mark Bottorff Hon
100 BEG
Mike Auer Suz
Jay Burgum Suz
Starr Kimpston Suz
MINI BEG
Michael Morris Hon
MINI NOV
Bob Rowell Yam
MINI INT
Mike Shea Hon
MINI EX
Ralph Munoz Hon
Richard Pierce Hon
O.T. MASTER
Dick Flampton Bul
Marvin Olson Mai
Dave Chandler Mai
O.T. NOV
Larry Harrison Yam
Ronald McKee CZ
James Jones Mai
O.T. AM
David Webster CZ
Larry Logan Mai
Frank Bowen Yam
O.T. EX
George Meyer Mai
Leonard Sciacca Mai
Bob Coffman Mai
250 INT
Daniel Branfman KTM
250 PRO
Keith Patten Yam
OPEN INT
Mark Clayton Yam
Ron Dugam Hus
Keith W. Long Hus
OPEN EX
Michael Jackson Hus
250 BEG
Don Thomas, Jr. Hon
Robert Thomas Hon
Frank Quick Mai
250 BEG -16
Steve Feld Suz
250 NOV -16
Randy Rios Yam
David Doty Hus
Pete Peterson Mai
OPEN NOV
Robert Long Hus
Randy Provost Hus
Kirk Long Hus
VETS
Dale Brown CZ
Gary Livengood Hus
Fred Collins Yam
125 INT
Tyrone Brown Hon
Rocky Mckee Hon
Dave Winters Hon
125 NOV
Bill Pelto Yam
Todd R. Miller Hon
Rudy Chavez Hon
125 BEG
Joe Feld Suz
Mike Sarter Yam
Gary Leath Yam
125 BEG -16
Mark Ellis Suz
Brian Williams Hon
Craig Gormley Hon

R.A.C.E. Fri. Night MX
Corona Raceway
Corona, Calif.
Aug. 22, 1975
By The Tube

MINI CYCLES
Mike Word Hon
Paul Biane Hon
Todd Larson
100 BEG.
Mitch Payton Hod
Ken Maxwell Hod
Don Hockett Hon
100 JR.
Ron Rossetti Hod
John Heers Yam
Randy Anderson Suz
100 SENIOR
David Oller
Bobby Hart Hon
David Jones Hod
125 BEG.
Paul Ivie Yam
Stan Davis Suz
Renard Kepler Yam
125 JR.
Charles Hart Yam
Dan Hockett Hon
Darrel Ritchey Yam
125 INT.
Scott Sheedy Hon
Rick Van Ryn Yam
Tom Karos Hon
125 SENIOR
Jon Clark Yam
Floyd Burk Yam
D. McGowan Suz
250 JR'
Jerry Seeley Hus
Lee Palmer Bul
Kenny Tras'c Bul
250 BEG.
Jim Garton Yam
Mark Branch CZ
Harold Halldorson CZ
500 JR'
Bob Wright Mai
Rick Ankrum CZ
Lynn Taylor CZ
250 INT.
Dan Smith Pen
Eddie Lawson Jones
Jim Trask Bul
250 SENIOR
Gary Jones Jones
Craigh Lee Yam
Rick Lee Yam
SHOP TEAM SCORES
Power Prod. 56
Desert M/C 48
Harry's 16
TEAM SERIES TOTAL
Harry's 398
Power Prod. 392
Desert M/C 334

Escape Country MX
Trabuco Canyon, Calif.
Aug. 17, 1975

SUPER MINI 1st DAY
Jimmy Iwata Hon
Tom Maxstadt Hon
Richard Daniels, Jr. Yam
SUPER MINI BEG
Craig Dale Car
Deetra Cates Hon
Ted Stuebner Hon
SUPER MINI NOV
Mark Maxstadt Hon
Randy Moos Yam
Dan Trant Hon
SUPER MINI INT
Clyde Wilson, Jr. Hon
100 1st DAY
Randy Wolfinbarger Yam
100 NOV
Rocky Caswell Hon
100 INT
Danny Westergaard Suz
125 1st DAY
Eddie Drake Hon
Ken Matslinaga Hon
Greg Betz Suz
125 BEG B
Wayne Lamont Hon
Joe Estrada Hon
Steve Henson Hon
125 BEG A
John Morris Hon
Doug Chambers Hon
Brian McMaher Hon
125 NOV B
Mark Iwakiri Hon
Danny Fuller Hon
Ed Marshall Hon
125 NOV A
Curt Jensen C-A
David Gustason Yam
125 INT
Billy Melonson Hon
Greg Cannon Hon
125 EX
Steve Gannon Hon
100 EX
Mark Brooks FTW
250 1st DAY
Paul Liberty Mai
Russ Todd Yam
250 BEG
Bruce DeHaven CZ
Bob Hicks CZ
Steve Owens Hon
250 NOV
Bret Weyand CZ
Steve Blazek Bul
Mike Foley Hon
250 INT
John Gilbertson Pow
Dave Henson Mai
250 EX
Mark Marinez Mai
Pat Flynn Mai
OPEN BEG
Patrick Dale Car
Roger Moore Kaw
OPEN NOV
Steve Chandler Yam
Kenny Duncan Bul
OPEN INT
Mark Dandoy Yam
OPEN EX
Corey Bogane Mai

S.A.M. MX
Saddleback Park
Irvine, Calif.
Aug. 16, 1975
By Tom Corley

MINI JR
Scott Harris Yam
Paul Lewis Hon
Tracy Evans Yam
MINI EX
Kurt Sofka Yam
Joy Marimon Hon
Jeff Hewitt Yam
100 BEG
Dwayne Squires Yam
Brian Nelson Hon
Daryl Kiers Kaw
100 JR
Tom Duda Yam
100 EX
Jim Gallagher Hon
Jeff Ward Hon
Pete Hillebrecht Hon
125 BEG
Brian Philippsen Hon
Mark Martin Kaw
David Larson Yam
125 JR
Don Van Tassel Yam
Barney Drake Suz
Dave Hornbeck Yam
125 INT
Charlie Richardson Hon
Jeff Harper Hon
Greg Toyama Hon
125 EX
Mike Johnson Yam
Willie Amaradio Yam
250 BEG
Charles Albano Yam
James Jimerez Hon
Pete Vetrano Hon
250 JR
Mike Cruz Mai
Dan Field Mai
Steve Holben Yam
250 INT
John Hildreth Yam
Luc Deley CZ
Bob Kapsner Mai
250 MX
Robert Hannah Suz
Bruce Baron Yam
Scott Gillman Yam
500 JR
Marc Crosby Mai
Gary Corn Yam
Ray Badham Yam
500 INT
Bill Petras Bul
Bruce Bridgham CZ
Rich McFarlane Bul
500 EX
Rich Thorwaldson Mai
Jim Nasser CZ
Scott Miller Yam

CRC Motocross
Indian Dunes
Valenica, Calif.
Aug. 20, 1975
By G.J.

MINI BEG.
Jim Busby Yam
MINI NOV.
David Baker Yam
Holly Troxler Yam
Vincent Martin Yam
MINI EX
Jim Holley Hon
Rick Ryan Hon
Rusty Nageman Hon
100 BEGINNER
Steve Richards Suz
Mike Inman Yam
100 NOVICE
Dana McGlothlin Suz
Jeff Howton Hon
Alex Cofino Suz
125 BEG. DIV. I
Angleo Cofino Hon
Greg Boren Hon
Richard Arnold Suz
125 BEG. DIV. II
Mike Hansen Kaw
Bob Smith Hon
Dave Vicioso Hon
125 NOVICE
Randy Lewis Hon
Mark Casper Yam
Neil Wolfson Hon
250 BEG.
Kenny Trash Bul
Mike Dristich Yam
Bob Farnham CZ
250 NOV.
Mark Hickey CZ
Garry Wasson Yam
Mike Starsmer CZ
OPEN BEGINNER
Gary Ringrose Yam
Mitch Connett Mai
Kerry Near Yam
VETERANS
Art Bartle Yam
Wes Sharp Hon
Al Carrasco CZ
125 INT.
Greg Draskovich Hon
125 EXPERT
Jerry Allensworth Suz
Jef Harriott Yam
Dean Taylor Hon
250 INT.
John Roberts Bul
Ted Titmas Mai
Don Sharp Mai
OPEN INT.
Phill Flores CZ
OPEN EXPERT
Mike McKnight Mai
Tom Webb Yam

AMA Pro One-Half Mile
San Jose, Calif.
Aug. 15, 1975
By W. H. Spencer

JR/EX MAIN
Scott Pearson H-D
Chuck Miller Yam
Pat Guthrie Tri
Pat McCaul Yam
Dave Hansen H-D
Ray Beck H-D
Lee Seidel Tri
Mike O'Brien H-D
Bud Smith Tri
Nick Theroux Tri
Time 6:36:18
NOVICE MAIN
Rodger Slack Yam
Scott Nelson Yam
Rick Delacy Yam
Ted Davidson Yam
Tony Alves Yam
John Tavis Yam
Time: 3:31:62

D-36 Scrambles
Fremont, Calif.
Aug. 16, 1975
By W.H. Spencer

NOV. JR.
Glenn Davis Yam
Tiffin Mullenax III Yam
80 NOVICE
Steve Lee Yam
Dave Vierra Yam
80 JR. Ex.
Larry Krusemann Yam
Troy Hookds Yam
100 NOV JR/EX
Richie Simpson Yam
Jeff Iwanaga Suz
Mike Arthur Yam
100 NOVICE
Wayne Thompson Yam
125 NOVICE
Jim Tucker Hon
Mickey Krusemann Yam
Matt Soldano Yam
125 JR.
Greg Stockings Hon
175 NOV
Bob McDonnell Bul
Jim Patterson Yam
200 NOVICE
Chuck Foster Bul
Tom Cherry Bul
250 NOVICE
Eddie Caballero Yam
Ryan Seidel Bul
John Casey Yam
250 JR.
Joey Dalla Yam
250 EX
Jeff Eide Yam
Duane Spence Yam
Dave Nazzisi Yam
350 NOVICE
Bob Davis Hon
Paul Furbush Hon
350 EXPERT
Errol Longboya Hon
Jim Mahoey Hon
500 NOV
Bobby Carrasco Yam
Dave Reibin Yam
Jerry Kennedy Yam
500 JR.
Tom Heck Hon
Don Whitlow Yam
500 EX
John Helbo Yam
Matt Carothers Yam
Rod Spencer Yam
650 NOV
Danny Laine Tri
Jim Carlisle Yam
650 JR
Steve Hall BSA
Rich Luhdorff Tri
650 EX
Dave Bostrom Tri
John Tavis Tri
Bob Masters Tri

AME Motocross
Indiana Dunes
Valencia, Calif.
Aug. 22, 1975
By Shirley

MINI JR	
John Croskevy	Hon
Jim Stewart	YZ
Kelvin Taylor	Hon
MINI EX	
Steve Schmitz	YZ
Mike Nance	YZ
Scott Boek	Hon
POWDER PUFF	
Robin Wright	Hon
Rox Ann Dougherty	Hon
Eileen Alba	Hon
100 BEG	
Craig Thompson	Suz
Steve Grimand	Hon
Gary Abla	Suz
100 JR	
Mike Gosselaar	Yam
Steve Jones	Suz
Chris Tiner	Suz
125 BEG DIV I	
Angelo Cofino	FMF
David Hunt	Suz
Jim Steward	Hon
125 BEG DIV II	
Jim Tarantino	Hon
Ron Morrision	Bul
Jim Davis	—
125 BEG DIV III	
Mike Watson	Hon
Craig McConnachie	Yam
A. Sanderson	Hon
125 JR	
Paul Christensen	Hon
Mike Reina	Hon
Ken Day	Hon
125 INT	
Bob Ransey	YZ
Jerry Shore	Hon
125 EX	
Gary Huber	Hon
Mike Pillar	Hon
Jeff Harriot	Yam
250 BEG	
Kevin Gansz	Mai
Andy Collins	Bul
John Lovett	Bul
250 JR	
Mike Harnacker	M-V
Derek Woodman	Kaw
Greg Martinez	KTM
250 INT	
Chris Mallory	Mon
Jim Webb	Yam
Doug Renno	Hus
250 EX	
Joe Root	Oss
Mike Jenkinson	Hus
Jim Tassano	—
500 BEG	
Dan Schneider	CZ
Gary Ringrose	Yam
Philip Wilson	Hus
500 JR.	
Bill Andrews	
Mike Nation	
OLD TIMERS	
Keith Phillips	CZ
Kick MacDonald	Yam
Bud Welty	Tri
500 EX	
Ken Zahrt	Bul
Mike Sixberry	Mai
Randy Stubbs	Bul
CHIEF OF THE DUNES INT	
Chris Mallory	250 Int

395 Cycle Park
Adelanto, Calif.
August 24, 1975
By Phil Carpenter

MINI 0-10 YRS	
Dan Wendt	Hon
Loren Allread	Hon
MINI 11-14 YRS	
Tim Allread	Hon
David Smith	Hon
Mike Seitz	Yam
100 BEG	
Jeff Hollie	Yam
Robert Land	Hod
Jerome Ward	Suz
100 NOV	
Steve Oldfield	Suz
Rich Guilmette	Suz
Steve Byrd	Suz
125 BEG	
Tim Tope	Yam
Bernard Unfassobiscay	Hon
Steve Ernest	Suz
125 NOV	
Charlie Mazzei	Suz
Jim Sendleback	Yam
Alan Hoover	Hon
250 BEG	
Jim Baine	CZ
Dan Rucker	Hon
George Kemper	Suz
250 NOV	
Tim Albernathy	Hon
Gary Peek	CZ
George Sioss	CZ

R.A.C.E. MX
Corona Raceway
Corona, Calif.
Aug. 21, 1975
By The Tube

MINI CYCLES	
Terry Sabat	Hon
Greg Herring	Hon
100 BEG.	
Jay Harp	Yam
Stephen Riggio	Suz
125 BEG.	
Brian Williams	Hon
Brian Phillips	Hon
Dennis Knoeffler	Kaw
125 JR.	
Danny Demuth	Yam
Bret Lockhart	Suz
Dave Fernandez	Yam
125 INT.	
Scott Sheedy	Hon
Steve Harper	Hon
125 SENIOR	
Floyd Burk	Yam
Kevin Callaway	Yam
Mark Brooks	Hon
250 BEG.	
Ray Kinder	Yam
Ron Richey	Hus
Curtis Darr	CZ
250 JUNIOR	
Calvin Wangrud	Yam
Doug Kramer	Mon
John Field	Bul
250/500 SENIOR	
Rick Lee	Yam
Floyd Burk	Yam
Don Pettingill	C/A

AME Motocross
Valley Cycle Park
Moorpark, Calif.
August 24, 1975
By Shirley

MINI JR	
Curt Hansen	Yam
Russ Geiger	Hon
Chuck Kreuter	Yam
MINI EX	
Todd Hubert	Hon
John Whelchel	Yam
Steve Schmitz	YZ
100cc MINI	
Jim Cote	Hon
John Rogers	Hon
USMRA MINIS	
Ted Hunnicutt	
Omar Greco	
Sam Snodgrass	
100 BEG	
Terry Buffard	Suz
Danny Schneider	Suz
100 JR	
Mike Gosselaar	Yam
Todd Whitaker	Suz
Jerry Smith	Hon
125 BEG	
Richard Arnold	Suz
Rick Avery	Hon
Dave Gauthier	Mono
125 JR	
Marty Desbrow	Suz
Murray Lantz	Yam
Jim Divorio	Hon
125 INT	
Craig Cole	Yam
Jerry Shore	Hon
Randy Gauvin	Hon
125 EX	
Jim Hale	Hon
Mike Pillar	Hon
Gary Huber	Hon
250 BEG	
Alex Kersthold	Hus
James Jimenez	Hon
Pete DeLaTorre	CZ
250 JR	
Mike Brazeal	Hon
Greg Mateinez	KTM
Mike Cook	Bul
250 INT	
Doug Renno	Hus
Michael Huhn	Hop
Mike Shoemaker	Yam
250 EX	
Will Harper	Mai
Don Hansen	Mai
Dave Zahrt	Bul
500 JR	
Tim Curtis	Yam
500 INT	
Bill Hagen	CZ
OLD TIMERS	
Norb Brown	Hus
Gene Moffett	Bul
Barrie Hansen	Hon
500 EXX	
Ken Zahrt	Bul
Chuck Lanzarone	Mai
Randy Stubbs	Bul

D-36 Scrambles
Fremont, Calif.
August 9, 1975
By W. H. Spencer

60 NOV/JR	
Adam Sabedra	Yam
Jeff Ford	Yam
80 NOV	
Dean Scott	Ind
80 JR/EX	
Richie Simpson	Yam
Tony Morgan	Yam
100 NOV/JR/EX	
Richie Simpson	Yam
Al Emmons	Yam
100 NOV	
Wayne Thompson	Yam
125 NOV	
Bernd Koegler	Hon
Jim Tucker	Hon
Matt Soldano	Suz
125 JR/EX	
Steve Brandt	Yam
Scott Ling	Hon
175 NOV	
Scott Garcia	Yam
Jim Patterson	Yam
200 NOV	
Rich Voss	Bul
Tom Cherry	Bul
250 NOV	
Troy Ferry	Bul
Eddie Caballero	Yam
Dan McCafferty	Bul
250 JR.	
Harold Kunsman	Yam
250 EX	
Kim Jorgensen	C-A
Jeff Eide	Yam
Steve Brandt	Yam
350 NOV	
Bernd Koegler	Hon
Russ Pope	Hon
500 NOV	
Troy Ferry	Yam
Bob Stevenson	Yam
500 JR	
Phil Howard	Yam
Terry Odgers	Yam
Gary Ham	Yam
500 EX	
Paul Johnson	Bul
John Hlebo	Yam
Dan Castelhano	Yam
650 NOV	
Danny Laine	Tri
Jim Carlisle	Yam
650 JR	
Frank Borba	Tri
650 EX	
John Tavis	Tri
Bob Masters	Tri

SRA Speedway
San Jose, Calif.
Aug. 7, 1975
By W.H. Spencer

SCRATCH MAIN	
Rich Mac Murray	
Norm Denny	
Paul Orlandi	
Dale Stetler	
HANDICAP MAIN	
Marty Benck	
Kirk Tardiff	
Randy Davis	
SCRATCH CONSOLATION	
Ken Eggers	
Ron McGill	
Mike Faria	
Frank Cook	
HANDICAP CONSOLATION	
Ron McGill	
Ken Eggers	
John McDonnell	
DIV. II MAIN	
Dave Faria	
Dave Myers	
Duane Yarrow	
JR SPEEDWAY MAIN	
Jimmie Sizemore	
Steve Lucero	
Ron Kirby	
MATCH RACE	
Rich MacMurray	Tie
Norm Denny	
KING OF THE HILL	
Dale Stetler	
Paul Orlandi	

Fremont Marathon
Fremont, Calif.
Aug. 10, 1975
By W. H. Spencer

MINI	
Rick Delong	Yam
Mike Webb	Hon
Joe Rezendes	Hon
Mike Kelly	Hon
125	
Craig Clark/ Bob Perry	Yam
Brian Beeman/ Mark Garman	Hon
Paul Glade	Hon
Dan Ravia/ Bob Nelson	Yam
Marvin Steveson/ Frank Risner	Hon
250	
John Silva/ Mike Callaway	C-A
Jack Simmons	Bul
Tim Navarro/ Jim Callaway	C-A
Gene Hrobsky/ Marty Hrobsky	Hus
Kevin Martin/ Martin Longbrake	Oss
Jerry Orosco	Suz
OPEN	
Scott Davis	Mai
Allen Biscay/ Wayne Morrell	Penn
Axorr Qwvarwe	Yam
Stu Dixon/ Jim Durney	Yam
Bob Jensen/ Mark Jensen	Bul

D-36 Lodi Night Scrambles
Lodi, Calif.
Aug. 15, 1975
By Ann Carr

MINIS	
60 NOV EX	
Mike Johnson	Yam
Richard Thurman	Yam
Lauren Godbee	Yam
80 NOV	
John Woods	Hon
Kelly Woods	Hon
80 JR	
Tracy Hays	Hon
80 EX	
Rick Ryan	Yam
Fred Merkel	Hon
Randy Haner	Suz
OPEN NOV	
Tony Garcia	Suz
Karl Valdez	Yam
OPEN JR/EX	
Phil Kramer	Yam
Fred Winters	Hon
Shawn Callahan	Yam
SPORTSMAN	
100 NOV	
Kevin Yarber	Yam
Daryn Spies	Suz
125 NOV	
Tony Adrangna	Yam
Randy Martin	Hon
Mario Perez	Hon
125 JR	
Scott Rasmussen	Hon
Fred Crabaugh	Suz
Steve Alberdi	Hon
125 EX	
Mitch Davidson	Suz
175-200 NOV	
Jeff Thompson	Suz
Gary Bedford	Suz
175-200 JR	
Dennis Kritzer	Yam
250 NOV	
Rick Fried	Hon
John Anderson	Suz
Phil Hoey	Yam
250 JR	
Mark Rizzuto	Kaw
Bill Railsback	Suz
Dave Tindel	Gri
250 EX	
Jeff Eide	Yam
Ken Jackson	CZ
Red Needham	CA
350 NOV	
Russell Pope	Hon
Bryant Wilson	Hon
500 NOV	
Pat McNally	CZ
Jim Eichens	Bul
Tom Dale	Suz
350-500 JR	
Sal Hoffman	Yam
Dennis Mulkey	Hon
Dave Lehman	Yam
350=500 EX	
John Hlebo	Yam
Mike Van Lienden	Yam
OPEN NOV	
Dan Laine	Tri
Ralph Lee	Tri
OPEN JR	
George Taylor	BSA
Steve Hall	BSA
OPEN EX	
John Fite	Tri
Bob Masters	Tri
Elmer Gantry	Yam

Airport Scrambles
Salinas, Calif.
Aug. 10, 1975
By Joan Worth

MINI—BIKES	
PEE WEE	
Jason Murphy	Ind
60cc STK NOV	
Steve Lee	Yam
Sean Markley	Yam
Steve Dinner	Hon
60cc STK JR	
Gerald Watts	Yam
Bobby Davis	Yam
80cc STK NOV	
Alan Rameriz	Yam
Steve Lee	Yam
80cc STK JR EX	
Roger Burdett	Yam
Bryan Firsgren	Yam
60cc MOD NOV JR	
Adam Souza	Yam
David Moore	Yam
80cc MOD NOV	
Alan Rameriz	Yam
80cc MOD JR	
Joel Green	Yam
Ronald Murphy	Yam
80cc MOD EX	
Rick Ryan	Yam
David Rosa	Yam
100cc NOV JR	
Joel Green	Yam
Kirk Brewer	Yam
100cc EX	
James Cunningham	Yam
Fred Merkel	Yam
MOTORCYCLES	
100cc NOV	
John Mason	Yam
Debbie Land	Yam
125 NOV	
Robert Gray	Hon
Tony Andraga	Yam
Jeff Haney	Yam
125 JR	
Ken Netto	Yam
125 EX	
Steve Brandt	Yam
Eric Engen	Yam
200 NOV	
Tom San Paolo	Yam
Mike Horton	Bul
250 NOV	
Ryan Seidel	Bul
Ken Digges	Kaw
250 JR	
Ron Day	Bul
250 EX	
Kim Jorgeson	C-A
Fred Bennett	Yam
Jim Needham	C-A
OPEN NOV	
Russ Pope	Hon
Paul Pearson	Hon
Rod McCollough	BSA
OPEN JR	
Steve Harvey	Yam
OPEN EX	
Matt Carothers	Yam
John Tavis	Tri
John Hlebo	Yam

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Desert Foxes Dual European Twin-R trophies. 7200 So. Comstock, Whittier. (213) 945-3953. Pick up by Sept. 30 or forfeit. (34/2x)

Checkpoint MC W.F.O. Hare Scrambles trophy pick up at Huntington Beach MC Hare Scrambles Sept. 14th. (714) 998-0393. (33/4x)

D-36 Short Track
Fremont, Calif.
Aug. 13, 1975
By W. H. Spencer

60 NOVICE/JR.	
Glenn Davis	Yam
Ron Kinney	Yam
80 NOV/JR.	
Tony Morgan	Yam
Rob Henderson	Yam
80 EX	
Ricky Ryan	Yam
Tony Deatherage	Yam
Jim Filice	Yam
100 NOV/JR.	
Bill Scott	Hod
100 EX	
Tony Deatherage	Yam
Jim Cunningham	Yam
100 NOV	
Wayne Thompson	Yam
125 NOV	
Mickey Drusemann	Yam
Tony Adragna	Yam
Jeff Hansen	Yam
125 JR	
Brian Thompson	Yam
Bernd Koegler	Hon
Rich Luhdorff	Hod
175 NOV	
Jeff Buckner	Yam
Scott Garcia	Yam
Jim Patterson	Yam
250 NOV	
Jeff Berry	Mont
Steve Oort	Yam
Gary Pedrick	Bul
250 JR.	
Rick Siote	Suz
Joey Dalla	Yam
Ronnie Day	Bul
250 EX	
Randy Mamola	Yam
Rick Delacy	Yam
Manuel Datan	Yam
360 NOV	
Eddie Gonzales	Yam
Dave Reibin	Yam
Russ Pope	Hon
360 JR.	
Errol Longboya	Hon
Rick Dalla	Hon
Larry Schultz	Hon
360 EX	
Steve Carrillo	Yam
Chuck Miller	Yam
Tony Alves	Yam
Robert Miller	Suz
250 JR	
Ron Day	Bul
Harold Kunsman	Yam
Bob Robicheaux	Yam
250 EX	
Dan Bailey	Yam
Steve Adkins	Suz
Rick Silva	Bul
360 NOV	
Russ Pope	Hon
Guy Curtis	Bul
360 JR	
Frank Nye	Hon
360 EX	
Craig Robinson	Kaw
John Tavis	Hon
Steve Grier	Yam

MRA Short Track
Medford, Oregon
Aug. 22, 1975

TROPHY DASHES	
125	
Carl Hibbard	Hon
200	
Bob Thorpe	Bul
KIDS	
Bruce Smylie	Yam
250	
Todd Puett	Pen
OPEN	
Randy Johnson	Yam
125 A MAINS	
Brian Peterson	Suz
Carl Hibbard	Hon
Rich Word	Suz
125 B MAIN	
Dick Capps	Suz
Brett Howard	Yam
125 C MAIN	
Wayne Williams	Yam
200 A MAIN	
Todd Puett	Suz
Bob Thorpe	Bul
Steve Williamson	Suz
KIDS A	
Craig Hill	Yam
Bruce Smylie	Yam
Robbie Izatt	Kaw
KIDS B	
David Johns	Kaw
Curt Williamson	—
KIDS C	
Randy Linker	Yam
250 A	
Brian Peterson	Suz
Todd Puett	Pen
Randy Jordan	Bul
250 B	
Mark Colegrove	Bul
Bruce Weatherton	Hon
OPEN A	
Jeff Campbell	Tri
Jim Booth	Yam
John Schauble	Bul
OPEN B	
Ron Hurd	Bul
OPEN C	
John Henry	BSA

D-36 Short Track
Oakdale, Calif.
Aug. 16, 1975
By Ann Carr

MINIS	
60 NOV	
Jerry Marshall	Yam
Craig Kirkland	Kaw
60 JR/EX	
Mike Bird	Yam
80 NOV	
Mark Andris	Hon
Daren Howard	Yam
80 JR	
Kevin Brink	Yam
Tony Morgan	Yam
80 EX	
Doug Chandler	Yam
Don Howard	Yam
James Cunningham	Yam
OPEN NOV	
Marvin Lewis	Yam
Jimmy Smith	Yam
Terry Lewis	Suz
OPEN JR	
Stuart McDaniel	Yam
Scott Blakeman	HD
OPEN EX	
Don Howard	Yam
Randy Haner	Suz
Shawn Callahan	Yam
SPORTSMEN	
100 NOV	
Steve Crawford	Bar
Randy Taylor	Yam
Jimmy Fee	Suz
125 NOV	
Randy Bradshaw	Yam
Jimmie Jenkins	Hon
Mark Eisenhut	Hon
125 JR	
Mike Inderbitzen	Yam
Frank Hannah	Hon
Scott Link	Hon
125 EX	
Mitch Davidson	Yam
Larry Hannah	Hon
175 NOV	
Dwayne Ellis	Yam
Jeff Thompson	Suz
200 NOV	
Anthony Price	Suz
Fred Braese	Bul
250 NOV	
Richard Smith	Yam
Rick Frost	Coo
Don McBride	Suz
Scott Fleshman	Yam
250 JR	
Mike Inderbitzen	Yam
Jerry Holzer	CA
Gary Davis	CZ
250 EX	
Dennis Huff	Bul
Manuel Crummett	Bul
Craig Scroggins	HD
360 NOV	
Phil Helsel	Yam
Leonard Arnold	Hon
360 JR	
Dennis Mulkey	Hon
Ken Strait	Bul
360 EX	
Ted Davidson	Yam
Manuel Crummett	Bul
Carl Yerby	Hon

AMA Motocross
Puyallup, Wash.
Aug. 17, 1975
By Sue Sykes

SUPER MINI	
Ed Pascoe	Hon
MINI A	
Bill Rowland	Hon
Eric Eaton	Hon
Mike Eyre	Hon
MINI B	
Kevin Jokumsen	Hon
Dawane Smith	Yam
Rick O'Conner	Yam
100 A	
Pat Jacobson	Yam
Bret Rochester	Hon
Kim Lefer	Hon
100 B	
Tom Cook	Suz
Stan Matney	Suz
100 C	
Jeff Pugh	Suz
Ric Maxwell	Suz
Steve Botson	Hon
125 PRO	
Bill Joyce	Hon
Tom Bevaart	Hon
Ed Davis	Hon
125 B	
Terry Haakenson	Hon
Ed Josties	Yam
Roland Miller	Hon
125 C	
Pat Kelley	Suz
Jay Anderson	Yam
Chris Iles	Yam
200	
Mike Scoleri	—
250 PRO	
Ron Pomeroy	Bul
Dave Bunker	Hus
Rick Benek	Ren
250 B	
Ray Maravec	Hon
Jeff Hansen	Mai
Gary Condotta	Hon
250 C	
Dorian Beach	Hus
Jack Markham	Bul
Mark Everhart	Yam
OPEN PRO	
Ron Pomeroy	Bul
Tom Hartman	Hus
Mark Stagg	Bul
OPEN B	
Lon Lewis	Yam
Ken Brynn	Yam
Larry Riley	Mai
OVER 35	
Joe Mackenzie	Mai
Don Taylor	Yam

Cycleland Short Track
Chico, Calif.
Aug. 16, 1975
By Donna Fowler

100cc NOV	
Lonnie Fowler	Kaw
Dave Evers	Yam
Jody Patterson	Yam
125cc NOV	
Dave Ervers	Yam
Danny Benson	Yam
John Sudberry	Yam
200cc NOV	
Dave Koistinen	Bul
Brad Sanders	Bul
250cc NOV	
Maurice Merrill	Bul
Randy Ybanez	Bul
Kurk Hammons	Coo
360 cc NOV	
Scott Longnecker	Yam
200 JR	
Ken Gray	Bul
250cc JR	
Alan Jones	Bul
Chuck Weatherton	Yam
250cc EX	
Lowell Moural	Bul
Jim Hubbard	Yam
360cc EX	
Lowell Moural	Bul
Frank Word	Bul
HANDICAP RACES	
80cc MINI-BIKES	
Troy Cummings	Yam
Jeff Valentine	Yam
Doug Doreman	Yam
100cc MINI-BIKES	
Don Longnecker	Yam
Dirck Sauer	Kaw
George Irwin	Suz
200cc	
Jeff Fowler	Bul
Randy Freeman	Bul
Ken Gray	Bul
250cc	
Maurice Merrill	Bul
Jim Hubbard	Yam
Chuck Weatherton	Yam
360cc	
Jeff Fowler	Yam
Pete Simonsen	Yam
Lowell Moural	Bul

Airport Short Track
Salinas, Calif.
Aug. 17, 1975
By Joan Worth

MINI BIKES	
60cc STK. NOV	
Dean Winfree	Hon
60cc STK. NOV	
Scott Willis	Yam
60cc STK. JR	
Troy Hooks	Yam
80cc STK. NOV	
Steven Lee	Yam
80cc STK. JR EX	
Joe Dinner	Yam
Roger Burdett	Yam
60cc MOD NOV JR	
Adam Souza	Yam
Alan Rameriz	Yam
80cc MOD JR	
Kirk Brewer	Yam
Troy Hooks	Yam
80cc MOD EX	
Rick Ryan	Yam
Tony Deatherage	Yam
100cc NOV	
Ralph Nonella	Suz
Jeff Brindle	Hod
100cc JR	
Kirk Brewer	Yam
100cc EX	
Tony Deatherage	Yam
Jim Cunningham	Yam
MOTORCYCLES	
100 NOV	
Keith Day	Yam
Kevin Hugill	Yam
Steve Markley	Yam
125 NOV	
John Land	Yam
Tony Andranga	Yam
Clay Chambers	Yam
125 JR	
Warren Maruko	Hon
Bob Robicheaux	Yam
125 EX	
Ken Netoo	Yam
Rod Spencer	Hod
200 NOV	
Jeff Buckner	Yam
Rob Mayfield	Yam
250 NOV	
Ken Digges	Kaw
Tom Henry	Bul
Tim Cook	—

Tune your bo

Team Husqvarna's training camp in Sweden developed it for the World Champions of Motocross; now the man in charge tells how you can do it yourself at home.

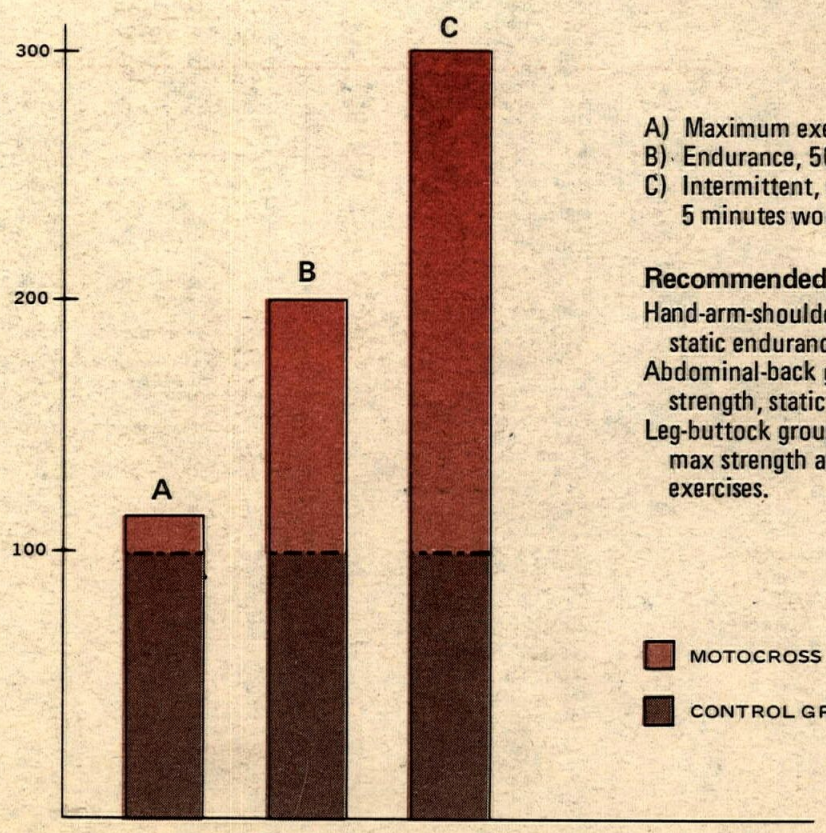
By Roland Arrehn, Racing Director
Team Husqvarna, Sweden

Why is this man smiling? Has he rung the bell? Has he won the stuffed blunt-nosed leopard lizard? Read on.

When Swedish doctors began to study the physical demands on various sportsmen in 1965, they did their main tests on motocross riders. Some of the human guinea pigs who volunteered at the dawn of this research 10 years ago were Rolf Tibblin, Torsten Hallman, Sten Lundin, and a youthful Ake Johnsson. Professor Bengt Saltin of the Swedish Physiological Institution and Chief Instructor Goran Agnevik of the Gymnastics and Sports Training College compared top motocross racers against an equal number of student physical training teachers – men of the same age and in the pink of physical condition. After a series of tests, the results were astonishing.

Although there was not much difference in actual strength and stamina between the two groups, the motorcycle racers had the ability to work at their peak for twice, or even three times as long as the Phys. Ed. students. In particular, the tests put the strain on legs, arms and wrists with intense pressure on and off, alternately for long periods. The tests closely reproduced the physical demands of long cross-country races. As a result of these studies, the traditional ideas of physical conditioning had to be revised drastically, where they concerned training motorcycle riders. Flat-out endurance training, like running for long periods at a time, for instance, doesn't really build the muscles you need for motocross racing, or fast trail riding.

Chart below shows the difference between trained motocross riders and a control group of untrained 20 – 25 year olds, isometric hand (grip) strength under the following conditions:



A) Maximum exertion
B) Endurance, 50% of maximum strength
C) Intermittent, max. exertion
5 minutes work, 5 minutes rest

Recommended training:

Hand-arm-shoulder group – principally static endurance strength
Abdominal-back group – Max static strength, static endurance strength
Leg-buttock group – Equally-distributed max strength and static endurance exercises.

ood & win! PART 1

At Team Husqvarna's training school, we concentrate on interval training, that is, heavy workout for one minute, 10 seconds rest, then one-minute workout again. Easier work is done for four minutes on, with two minute rest periods.

The results of the early Swedish research are still valuable and up to date. But I have continued with follow-up tests on our riders in order to develop even more effective training methods and to adapt them to present-day demands. Our riding and training methods here at the Husqvarna school have changed during the past five years and are still changing, just as the motorcycles are. Over 200 European and American top riders have passed through our "body dynamometer" and many of them still attend our special yearly training camp in Alfta, Sweden to learn more and get in shape for the world championship season.

There are many fine books on the market that tell you how to be a top-notch motorcycle racer, but most do not deal sufficiently with the rider's mind and body. Your psychological and physical condition are equally important to winning motocross as your riding technique and the performance of your motorcycle.

As racing director and chief instructor for Team Husqvarna these past five years, I have concentrated my work on helping the riders at our training camp in Sweden to build themselves up in order to become champions. With the right training methods, I give a rider three to four years to become a motocross champion, provided he has the necessary talent. This series of articles will spell out the right training methods, proven over eight years of success, and introduce you to a new thing in self-evaluation that I call "Body Horsepower."

It is interesting to compare the "horsepower" ratings of the riders who passed through the Husqvarna training camp since it began in 1970. (See Figure 1.) The numbers are computed by a simple equation that takes into consideration body weight, pulse rate and work performed in a standard period of time. It is not stretching the analogy too much to think of the results as "horsepower" figures, since critical factors of the equation are equivalent to the "breathing" capability of a gasoline engine. (Pulse rate equals oxygen absorption) and performance under braking load (riders pedal a stationary bicycle against braking loads of up to 1,800 kilograms).

To make a champion you need only three main things, 1. a good rider. 2. a good motorcycle. 3. a good mechanic. It is most difficult to make the rider good, since the important elements in his success are, A. Psychological (will power, motivation). B. Maximum conversion of energy (oxygen absorption, or breathing. Muscle endurance capacity). C. Teamwork between nerves and muscles (talent, strength). And D. Riding technique (smoothness, ability to develop thinking and technique, reasoning power). The amount of these elements varies a great deal depending on an individual's native character. A rider with developed riding technique, blessed by native physical and mental talents burns up less energy during a race and needs less physical training than those of us who are less fortunately endowed. "Natural" motocross talents like Joel Robert and Torsten Hallman are rare. They do not have to practice or train as hard as their competitors like Heikki Mikkola, Roger DeCoster, Gerrit Wolsink and you.

This series will explain the workings of the human body compared with the motorcycle and show what is happening to your body during training, practice and riding. It will also explain the best known training methods, tell how to do it yourself, and tell how to test yourself physically so that you can measure your own body's horsepower as it improves.

Not all of this training can be thoroughly done by the do-it-yourself method. It is best to be supervised by someone, a "coach," who can push you through some of the exercises, since parts of the program are hard and tough. As Brad Lackey and Jim Pomeroy said upon completing our latest training camp session, "After this, everything else will be easy."

However, it does not matter whether you are a novice beginner or an expert, with these training methods you will soon notice the results of the work you have done. Whether your goal is to wear the number one on your jersey or just be able to ride cowtrails faster, safely, for a few minutes longer, the information in this series will guide your efforts to that achievement by the most direct route, without wasting any effort on your part.

Next week: How to condition your body, test yourself and chart your progress.

What the well-dressed motocrosser will wear in Smog City circa 1985. Also used to measure metabolism while riding. See how the world's best stack up in body HP below right.

Body Horsepower Comparison Chart

	1970	1971	1972	1973	1974	1975
Arne Kring	64	55	66	67	72	76
Heikki Mikkola	–	67	75	76	82	82
Bengt Aberg	48	57	59	59	56	–
Chris Hammergran	62	67	69	74	–	–
Uno Palm	54	64	73	–	74	–
Brad Lackey	–	–	–	–	58	60
Sylvian Geboers	–	–	–	–	–	61
Chris Clark	–	–	–	–	–	43
Graham Noyce	–	–	–	–	–	54
Gerrit Wolsink		49	55	–	–	–
Mickey Quade		–	–	–	55	–
A.C. Bakken		–	–	–	53	–
Mitch Mayes		–	–	–	55	–
Jim Pomeroy		–	–	–	–	56

All figures are in millilitres of oxygen per minute per kilo.

Computing number of exercises per minute, and pulse rate during rest periods with body weight and the size of load you can handle, gives Body Horsepower rating. Heikki Mikkola scored highest BHP at the beginning of 1974 season, won World Motocross Championship that year. Heikki had to pedal against 18( ) kilos of weight to get a fair assessment of his body under strain. Most riders work against load of 900 kg but Brad Lackey works on 1200 kg. BHP is a good gauge of progress in this conditioning program.

The Reeder Gaspring

By Larry Langley

I first learned of the Gaspring when I called Earl Reinoehl of Moto-Cross Brake Service in Stanton. Earl mentioned that he was in the midst of track testing the unit and making recommendations to the factory for possible improvements.

At first glance the installed Reeder Gaspring looks like a gas shock, but it is not. The unit replaces the coil spring on Koni's, Boge's or Bilstein's. Why bother? Reeder claims definite advantages. The biggest is the progressive rate the Gaspring provides over a straight wound spring. For example, a 100 pound spring takes 100 pounds of compression to move the spring one inch, 200 pounds to compress it two inches and so on. The Reeder Gaspring provides a true progressive rate of compression which allows a much softer ride, and then firms up for the last inch or so. It's the same principle that progressive rate springs such as 90/120 try to provide but do not really do so. Another advantage of the Gaspring is the rider can dial in more or less air pressure to take into account rider weight and/or track conditions.

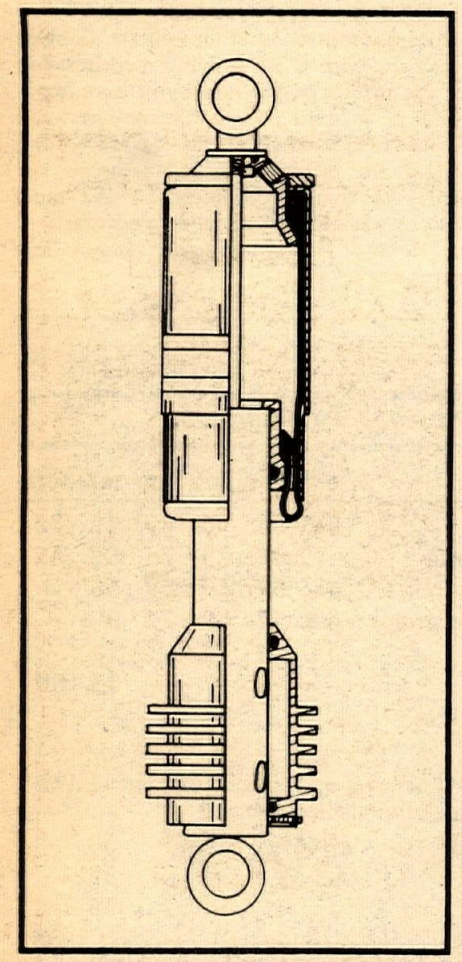
The secret of the Gaspring's operation is a neoprene air sleeve which is sealed at the top and bottom with a protective metal cover which fits over the sleeve. The sleeve rolls up and down on the shock like a shirt sleeve rolls up and down. Being an air filled unit has its disadvantages in that it can leak and collapse. However, if the Gaspring is properly installed there is little chance of leaking unless damaged in a crash.

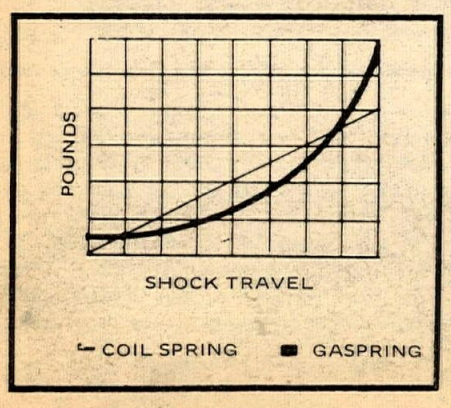
The whole kit weighs considerably less than a coil spring which reduces unsprung weight. The kit comes with a nylon fittings and balance lines which feed into a pressure gauge that is mounted on the bike. Earl feels this is unnecessary and it provides more opportunities for leakage. Instead Earl installs valve stems in each shock. There is pro and con on this setup. It's just about impossible to get the air pressure exactly the same in each shock. Earl feels this isn't as critical as it sounds as most shock/spring combinations don't come close to matching each other's performance anyway.

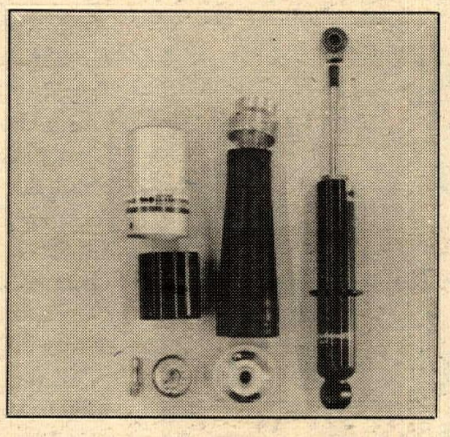
The Gaspring is completely rebuildable and Moto-Cross Brake Service is carrying a complete stock of spare parts. Right now they have kits to fit Konis, Boges and Bilstein and a kit for the Yamaha Mon-shocker is about ready. Earl installed Gasprings on my Boges and I will be trying them out in the near future for a complete evaluation. ●

Reeder, Inc.
196 Victor Avenue
Detroit, MI 48203

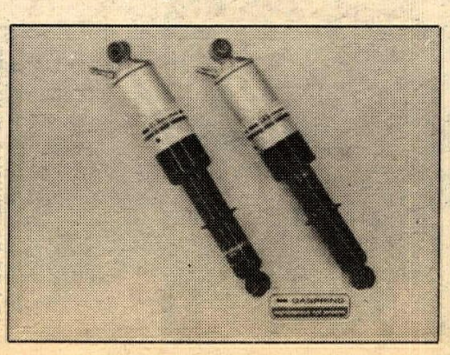
Moto-Cross Brake Service
7545 Industrial Way
Stanton, CA 90680
(714) 897-9986



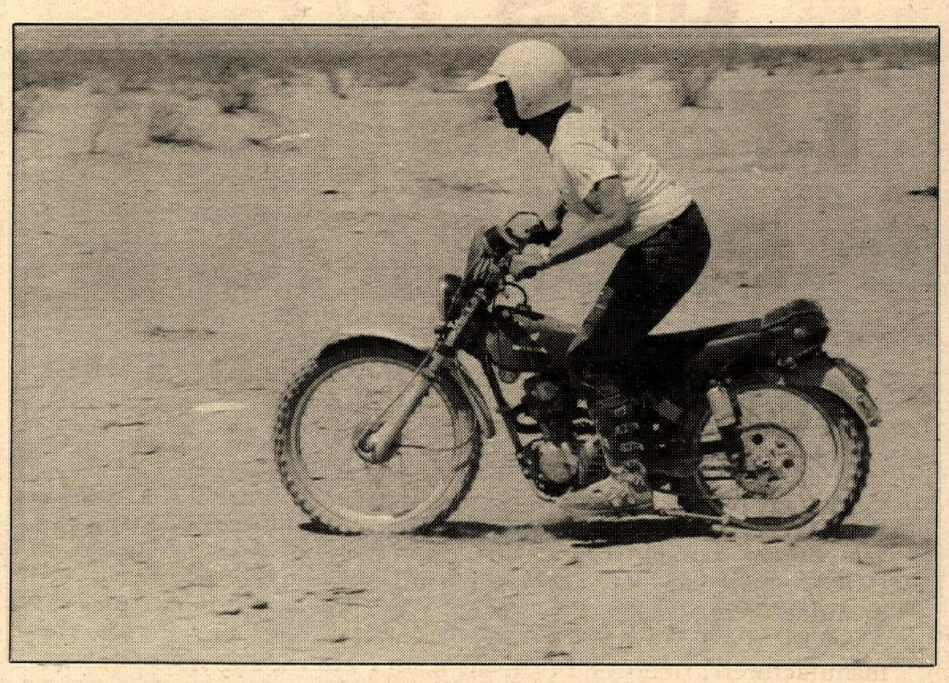




The pieces, and how they assemble on your shock body. Chart at lower left shows progressive rate.

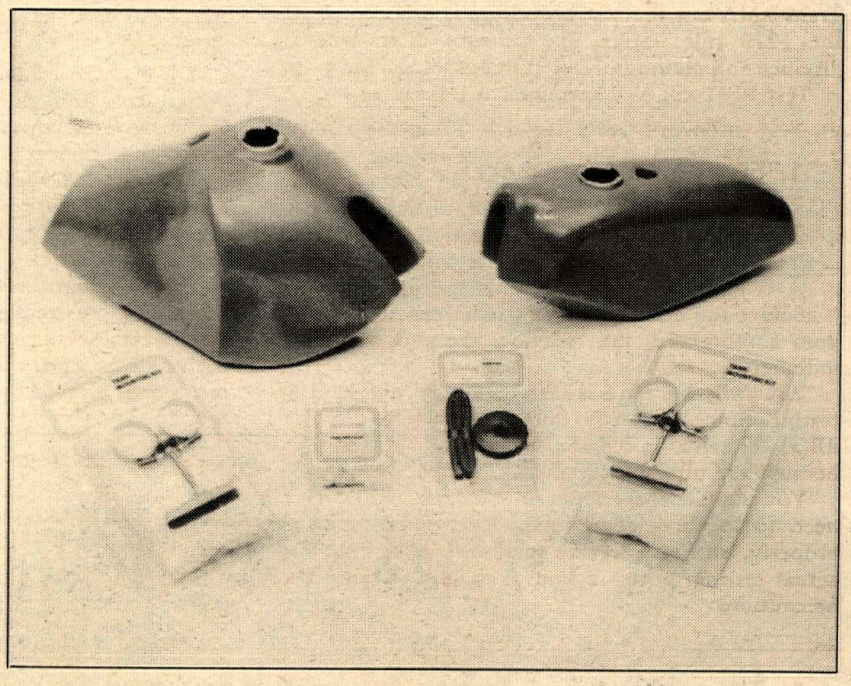


PHOTOS BY LARRY LANGLEY



The complete set-up on a small XL Honda, getting the full-compression test.

Product evaluation



HUSTLER PLASTIC GAS TANKS

By Jeff Peck

Hustler gas tanks are available in two different sizes, a 1.5 gallon MX tank and a 3.5 gallon Hare and Hound tank. Both models are easy to mount with the universal mounting kits and fit all bikes including the Monoshockers.

Unlike previous tanks which mount with only one bolt, the Hustler tank is a tight fit with no side to side wobble to cause stress and breakage. The precedure for mounting takes roughly 20 minutes and the mounting kit comes with all the screws and nuts that you will need. They even throw in some padding to keep the tank from rubbing on the frame. Be sure to cut off any excess bolt that is sticking up after the tank is tightened.

Helmet House sells two different caps which fit the Hustler tanks, one is manufactured by Preston Petty and the other by Malcolm Smith. Both work very well, although the Malcolm Smith cap came apart.

The MX tank is very slim and though it is modeled after the Honda tanks it is not quite as wide and makes up for the difference by being a bit deeper. As for the Hare and Hound, it is the basic skinny fat design and does force your legs out to the side when you slide up on the tank.

Both tanks come stock with a two year guarantee, and you have a choice of red, white, blue, yellow, orange and silver. Sorry, no magenta. Prices for the two tanks are $29.95 for the MX model and $39.95 for the Hare and Hound. Accessories such as cap petcocks and mounting kit not included. Hustler products are available from Helmet House, Inc., 2115 Colorado Avenue, Santa Monica, CA 90404.

Sound tips for Trans-AMA entrants from MIC

The Sound Committee of the Motorcycle Industry Council (MIC), made up of engineers and technicians of several manufacturers, developed the test procedure adopted by the AMA for the Trans-AMA events. The MIC is concerned that all manufacturers, riders and officials have a full understanding of sound testing techniques and instrumentation. Privateers in particular may not have the previous experience and equipment necessary to be sure they meet the rules. Here are some tips from MIC.

The AMA will enforce a new noise regulation (110 dB(a)) for the Trans-AMA but the test procedure is different from the one contained in the 1975 rule books. The primary differences are a closer measuring distance and method of determining test RPM.

Test RPM will be determined as follows:

1. **50% of red line if there is a tachometer, or**
2. **60% of power peak RPM if it is published, or**
3. **306,000 ÷ stroke in mm.**

Before the noise test, one of the following facts must be known about your motorcycle: the red line, the power peak RPM, or the stroke in millimeters.

You will be required to operate your own motorcycle during the testing. Some words of caution: the sound level of 110 dB(a) with a + 5 dB(a) tolerance is stricter than the old AMA test of 92 dB(a) at 50 feet because the new measurement distance is only one-half meter (20 inches).

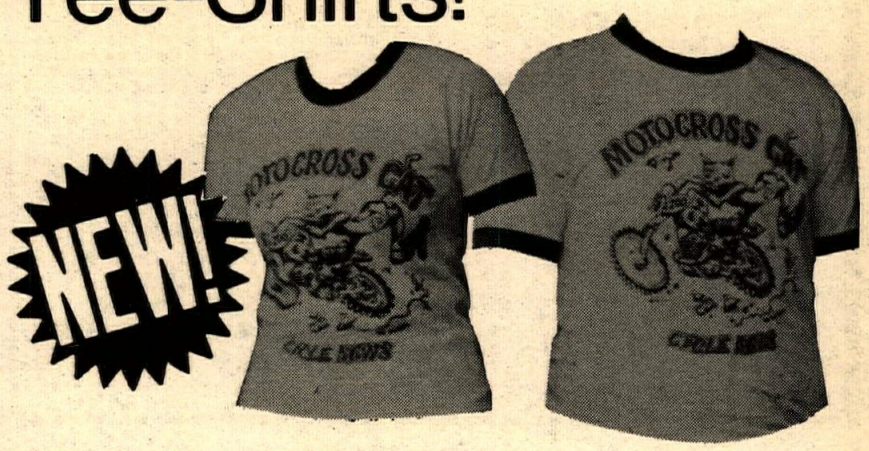
You should check your motorcycle before going to the races. You'll need to locate a good sound level meter, someone who can operate it properly, and an accurate tachometer. A shop tach is a good idea. For actual testing, both on your own and by the AMA, note the following precautions:

1. **There must be a 5 meter (16 ft.) clear area around you and the machine. The tester should be the only other large object within the space. Do not test next to a van or beside a building.**
2. **Watch out for clipboards, etc. near the microphone as such objects can reflect sound and increase the sound level.**
3. **Do not use a wire coat hanger or other vibrating material to hold the microphone 20 inches away.**
4. **Check your machine for vibrating noise makers. It may not be muffler noise that put you over 110 dB(a).**
5. **Type 3A noise meters are sometimes several dB(a) over or under a Type I or Type II meter. AMA will be using a Type I meter at the races. You should locate an equally accurate meter for your testing.**

Based upon some preliminary manufacturers tests, your stock muffler may not be adequate. If you fear that you are over the allowable sound level check with a reputable accessory exhaust manufacturer and verify your findings. All should have sound testing equipment and will probably want to help. Finally, the MIC is offering a $100 per race contingency to the lowest noise level among the top 10 finishers. If you can get your machine super quiet and still have horsepower — go for the extra cash. Good luck. See you at Atlanta.

Motocross Cat

Tee-Shirts!



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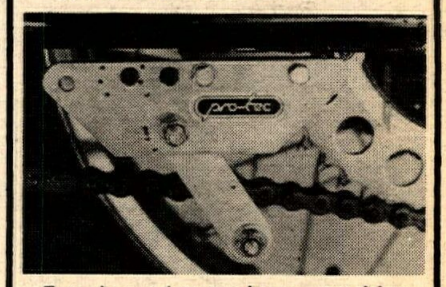

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"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. req. 805/529-9546.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

MOTOCROSS
Rawhide Park. Hwy. 74. Elsinore, CA. 714/689-0871.

BICYCLE MX
Saddleback Park, Orange, CA. Power Strokers '75. Sign up at 11 am, 1st race 1 pm. 714/639-5832.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy., El Toro exit, E 13 mi. First Day thru Nov. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. req. Ins. with memb. 714/586-7964.

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Eugene, Ore. I-5 to 126 West in Eugene, to Danebo. 11th & Danebo in Eugene. Prac. 10-11, race 11 am. Entry $2 gate, $3 ride. All classes, Beg/Nov/Ex. 33% trophies, 100% Pro p.b. 503/344-0140.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

TT SCRAMBLES
Sidewinder Speedway, Kingman, Az. 6mi. E of Kingman, Hwy. 66, access at Airport underpass. Start noon. Entry $5. All classes mini thru Open. Sign up 10 am. 30% trophies. 602/753-6470.

1st & 3rd Sunday

CMC MX
Sand Hill Ranch. From Concord, Marsh Creek Rd., to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex., 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

4th Sunday

SRAC/BRRMC
TT OR SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req. $15 per yr. Sign up 8 am, race 11. 303/443-0825.

STREET RALLYE
POKER RUN
June Ellen's Donut Shop, 4578 Van Nuys Blvd., Sherman Oaks, Ca. Runs 4-5 hrs, 110-150 mi. Pre entry deadline one week before event. Trophies, patches, year-end trophies. Entry $7 ($5 pre-entry). LTE, 5759 White Oak Ave., Encino, Ca 91316. 213/345-0475, 987-2566.

2nd,3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Mondays

SIDE HACK ASSN
MEETING
Samoa House, 15903 Ventura Blvd., Encino, CA. Start 8:30 pm. Meet lots of people & have lots of fun. 213/784-1517.

Every Tuesday

MINI BIKE
RACES
Richmond Ramblers clubhouse. Pt. Richmond, Ca. Foot of Garrard Blvd. Start 8 pm. Rider entry $2. All rider money pd. back. Contingency prizes. Bicycle race at intermission. 415/235-6505.

3rd Tuesday

M.O.R.E. MEETING
Orange County Chapter. Trask & Newhope St., Garden Grove, OCMC Clubhouse. Meetings start at 7:30 pm. 714/542-8964.

4th Tuesday

M.O.R.E. MEETING
San Fernando Chapter. 1523 Fifth St., San Fernando, CA. Meeting starts at 7:30 pm. 213/361-8530.

Every Wednesday

SEMI PRO
SHORT TRACK
Fremont Raceway. New AMA Pilot Program. All classes "C" lic. holders can compete for ¼ pt. advancement in 360 Ex. class, plus Dist. points & $. Gates open 4 pm, prac. 5, race 7. Ex. $5, Nov/Jr $4. Watch $3, kids 6-12 $1. 415/327-4461.

CMC MOTOCROSS
Ascot Park, Gardena, CA. Gate open 4:30 pm, 6-7 prac. 7:30 pm first Jr. race. Entry $6. Super prizes, Pro p.b. CMC lic. req.

H-M TT & ST
Corona Fwy., 91 Fwy. to Pierce off ramp, R to Magnolia, R to Buchanan. First race 7:30 pm, entry one class $5, two $8. 714/735-1705, 689-1913.

AMC NIGHT MX
Orange Cty. Intl. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $6, all classes. Non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.
Free rider gate.

MOTOCROSS
Indian Dunes, Valencia, Ca. 30% brass. Cash to Ex. $5 Sptsmn., $10 Ex. Non-memb. add $2. Sign up 6:30-7:30 pm, race 8. 213/830-7519.

SRA SPEEDWAY
Inland Motorcycle Speedway, 395 N to Orange Show Rd. E to Arrowhead Ave. 900 S Arrowhead Ave. Racing starts 8 pm. 213/446-0969, 884-4092.

CMC MOTOCROSS
South Bay Speedway summer series. Extra prizes & trophies. Ride new 1 mi. course, lots of sand. 200% p.b. to Pros. 30% trophies to Sptsmn. $6 ride. 714/420-7414.

D-36 MINI
SHORT TRACK
Washoe Cty. Fairgrounds, Reno, NV. Take Wells Ave., exit off I-80, turn L on Wells to Frgnd. Sign up 6 pm, race 8. Entry $3. D-36 & AMA cd. req. to race. Western States Racing Assn. Minis only. 702/323-6998.

Every Thursday

SRA SPEEDWAY
Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bob Barkhimer Assoc. Inc., 14 Camp Evers Lane, Scotts Valley, CA. 95066. 408/438-3210.

HSMX
O.C.I.R., Sand Canyon off ramp off I-5. Gate open 5 pm, race 7:30. PO Box 2455, Orange, CA 92669. 714/559-0580.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap bracket with special Match races. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

CMC MOTOCROSS
Portland International Rcwy., Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b. 30% trophies. 503/285-7060.

R.A.C.E. MX
Corona Rcwy., Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6 pm, race 7. Entry $4 memb., $5 non-memb., PO Box 388, Corona, CA. 714/735-1705. 300% p.b.

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b. 30% trophies (6 per class). 503/285-6635.

Every Friday

TT SCRAMBLES
Lodi Cycle Bowl. Sign up 5:30-7:30 pm, prac. 6-7:30. Class "C" traction. All classes & minis. Entry $3.50 1 bike, 2nd bike $1.50. Race 8 pm. 5801 Morse Rd., Lodi, CA. 209/368-7182, 931-3722.

CMC NITE MX
South Bay Park Speedway. Chula Vista, CA. All new 1 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6. 200% p.b. to Pros. 30% trophies J/I. Post entry only. $3000 rider med. cov. 714/420-7414.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, race 8. Entry $5 Sptsmn., $10 Ex. 100% p.b. to Ex. 30% trophy Sptsmn. $3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

R.A.C.E. MX
Corona Rcwy., Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6 pm, race 7. Entry $4 memb., $5 non-memb. PO Box 388, Corona, CA. 714/735-1705.

CMC SEMI PRO TT
West Capitol Raceway, Sacramento, CA. Pits open 4:30-7:30 pm, prac. 6-7, race 7:30. Pit gate $3, all riders $2.50. 100% Ex. p.b. 30% trophies. All classes & minis. CMC lic. req. 916/481-4488. 371-3050.

D-18 MOTOCROSS
Shur-foot Speedway, I-55 & Imperial, Mo. exit, (S of St. Louis, 10 mi.). Start 8 pm. Entry $2. Shur-foot MC. 314/351-8116, 773-9858.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

D-36 SHORT TRACK
Vallejo Speedway, Vallejo, CA. Gate open 4:30 pm, sign up 4:30-6:30, prac. 5:30-6:30, race 7:30. Pit entry $4, inc. ins. All classes, minis too. American Canyon MC, 2750 Broadway, Vallejo, CA. 94590. 707/644-0741.

SRAC CNS HALF-MILE
Erie, Colo. Take I-25 out of Denver, N 20 mi., follow "Speedway signs". Start 8 pm. Entry $6 Ex., $4 others. Cash to Ex., trophies to others. SRAC cd. req. 303/443-0825.

BICYCLE MX
Western Sports A-RAMA on Lincoln Btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm, entry $2.50. Discount card avail. 714/998-6373. 998-3535.

SRA CLASS A SPEEDWAY
Cal-Expo, Sacramento, CA. I-80 to Cal-Expo turnoff to 1600 Exposition Blvd. Gate open 6:30 pm, race 8:15. PO Box 694, Glenn Ellen, CA. 707/996-0201.

SRA CLASS A SPEEDWAY
Orange Cty. Fgnd., Costa Mesa, CA. Newport Fwy. to Fair Dr., R to Fairfrounds. Gate open 6:30 pm, race 8:15. PO Box 334, San Clemente, CA. 92672. 714/492-9933.

AMA MOTOCROSS
Puyallup Rcwy Pk. Take Puyallup exit off I-5, then take Meridian exit. Track is at 159th & Meridian. Gate open 5 pm. Entry $5.50, Pros $8. PO Box 506, Kent, Wash. 98031. 206/631-1550.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm, prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

AMA PRO HALF—MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena, Ca. 90247. Racing starts at 8pm. 213/321-1610, 323-9710.

2nd & 4th Fridays

SHORT TRACK
Indian Dunes, Valencia, Ca. Minis-360cc. Class "C" traction. All new facilities. Tech. insp. 7:30 pm, prac. 8, race 8:30 pm. Money to Ex. 213/540-2351.

Every Saturday

SPEEDWAY
Kern Cty. Fairgrounds, Bakersfield, CA. New track surface. "Purple Helmet Match Races" back again. More money to riders. Full Div. i & II prog. Runs thru. Sept. 805/324-9701.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50. 100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mef. req.

NAPA SPEEDWAY
Town & Country Fairgrounds, corner 3rd & Silverado Trail. Racing starts 8 pm, adm. $3, students $2, 6-11 $.57, under 6 free.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E 13 mi. First day thru Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

BMX
Saddleback Park, Orange, CA. American Bicycle Assoc. Sign up 11 am, 1st race 1 pm. 714/639-5832, 597-0478.

B.O.S.S. CMC SEMI PRO MX
Helvetia Park, CA. Harbor Blvd. 5 mi. along Sacto River. Gate open 6:30 am, race 9. Entry Sptsmn. $8, Pros $15. 30% trophies, 100% p.b. 916/362-2796.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy. 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. req. Camp free & prac. Sunday $1.50. Sign up 6, race 8. 714/826-2386, 674-5383.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm. prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA. 95991. 916/673-1090, 673-7767.

R.A.C.E. BMX
Bicycle MX, Corona Raceway, PO Box 388, Corona, CA. 91720. Open 9 am, race 10. Entry $1. 18 different classes. 30% trophies same day, fin. ribbons. 714/735-1705, 689-1913.

SPEEDWAY & PRO SHORT TRACK
Rains Raceway, Colorado Springs, Colo. I-25 to Colo. Springs, Hwy. 24 E to Powers Blvd. R on Powers. Entry $7. 303/473-6324.

SPTSMN SHORT TRACK
Cycleland Speedway. 14 mi. S of Chico at Hwy. 99 E & Gate Shippee Rd. Sign up 5:30-7 pm, prac. 7, race 8 pm. Entry $2.50 ride or watch. $2 extra for riders entry. All classes thru 360cc. 916/342-9302.

PERRIS NITE TT
Perris Rcwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA. 92370. 714/657-3678.

1st & 3rd Saturdays

TT & HALF-MILE
395 Cycle Park. No memb. req. Night racing. Sign up 6-7 pm, race 7:30. Sil. req. 25% brass same day. Gate $2 over 12. Entry $3 each class. Customer camping free. Hwy. 395, Adelanto, CA. Sun. morn. prac. $1 per person. 714/246-6109.

2nd & 4th Saturday

MOTOCROSS
Carlsbad, Ca. Jr/Int $6, Ex. $10. 100% p.b., 30% trophies. Gate open 8am, races over 2pm. Long motos. No memb. req. Husqvarna. Gate $2.50 riders. 714/729-3492.

September 4

NAT'L SPEEDWAY CHAMPIONSHIP QUAL.
Irwindale Raceway, Irwindale, Ca. Top 32 riders in points standings in full Scratch racing prog. More than 30 races; Gate opens 6:30pm, race 8pm. 213/334-4949.

September 5-6-7

SCORE AC-DELCO WORLD CHAMPIONSHIP
Riverside Int'l Rcwy. Baja type race course. 3½ mi. spec. prepared course. For info: 213/437-0466, 714/653-1161.

September 5

D-35 NIGHT MX
Sprockets Park, Bakersfield, Ca. Ron Pierce Ent. 805/393-3962.

AMA PRO SHORT TRACK
Ross Downs, Tex. Bikini night. All ladies wearing bikinis admitted free. $50 to best bikini.

CMC NIGHT MX CHAMPIONSHIPS
Irwindale Raceway, Irwindale, Ca. Gate open 4pm, race 7pm. $17,500 in cash & prizes. Entry closed for Jr/Int, Pros $50 post. Fwy. 605 N to 210 Fwy., E to Irwindale Ave. 213/334-4949.

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, Ca. 6pm-11pm. Selling spaces $8. Make reservations by mail in advance. R.G. Canning's Show Headquarters, PO Box 400, Maywood, Ca. 90270. 24 hr. info. 213/588-1616.

September 6-7

DRA SILVER CUP INVITATIONAL
California City, Ca. High pt. riders will be invited only. Notification by mail. Start 10 am.

D-37 OUTLAW GP
Rawhide Park, Elsinore, Ca. All classes race 2 hrs. Decals, patches, pins, super trophies. Non Dist. riders welcome. Free overnight camping. Mail $10 & 2 SASE to CRC 7601 Arlington Ave., Riverside, Ca. 92503. Post entry $50. All classes inc. minis, women & oldtimers. 714/689-6114.

September 6

TT SCRAMBLES
Castle Rock, Wash. Entry $4. Sign in 5:30, prac. 7, race 7:30. AMA cd. req. Mini-500cc. Mt. St. Helens MC. 206/423-1263.

TT SCRAMBLES
Cowlitz Cty. Fairgrounds. Sign in 5:30 pm, prac. 7, race 7:30. Rider entry $4, spec. $2.50. All classes Mini to 500cc. 206/423-1263.

SEMI PRO MX
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99. Sign in 4-6 pm, prac. 4:30-6, race 6:30. Entry Pro $15, Sptsmn $5 pre, $7 post. No pre entry for Pros. All classes. Live Oak Racing Assoc. 541 Main St., Yuba City, Calif. 95991. 916/673-7767, 673-1090, 742-7785.

AMA SHORT TRACK
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120, btwn. Oakdale & Escalon. Class "C" traction. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b. + $25 extra in Ex. class. 360cc & under + minis. Sign up 4-6pm, prac. 4:30-6, race 7pm. 209/869-1457.

TWILIGHT PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster on Ave. J. Entry $6. Start 6 pm. All classes, 40% trophy. New course, free camping. Greyhounds MC. 213/324-4747, 360-9287.

TRANS AMA QUALIFIER
Fastrack MX, 100 15th Ave & Baseline Rd. West Phoenix, Az. (Off U.S. 80). $2500 purse. 125 & Open class. Sign up 2-6 pm, prac. 6-8 pm. 602/948-0248.

D-36 SHORT TRACK
Chris Beck Arena, Sonoma Cty. Fairgrounds. All classes & sizes, no minis. Sil. req. Pits $3.50. 707/546-3903, 823-7571.

PRO SHORT TRACK
Benton-Lane Park, Hwy. 99W, N of Junction City, Ore. between Eugene & Corvallis. No lic. req. Sil req. "C" traction. Sign up 6:30, prac. 7, race 8. 503/998-6977, 688-2227, 689-1758.

TT SCRAMBLES
Blythe JC's, JC Fairgrounds, Blythe, Ca. I-10 to Blythe, off at Intake N 1 mi. follow signs. Fate open 6pm, race 8. Entry $5. Gate $1.50. Funds go to Blythe JR. Football Assoc. 714/922-6786.

September 7

PONDEROSA HARE SCRAMBLES
Ponderosa, Ca. 15 mi. E of Lancaster on Ave. J. Entry $6. Start 10am. All classes 40% trophy, new course, free camping. 213/324-4747, 360-9287. Greyhounds MC.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30, race 9. No mail entry. $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/532-3923.

D-36 MOTOCROSS
Carson City, NV. 3rd year T-Car MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry $4.50. 503/849-2676.

D-36 HILLCLIMB
Carnegie Cycle Park, Livermore, Ca. Entry $4. Start 10 am. Mini class inc. Campbell MC, PO Box 783, Sunnyvale, Ca. 94088. 408/251-3331.

B.O.S.S. CMC MX
Helvetia Park. I-80 to Harbor Blvd. turnoff, W Sacto. N 6 mi. $500 guar. Pro purse. Gate open 6:30 am, race 9. All classes inc. minis. Entry PeeWees $3, Sptsmn. $8, Pros. $15. 30% trophies. Swimming. Fred Dion. 916/635-5240.

ROAD RACE
Seattle Int'l Rcwy., Seattle, Wash. No lic. req. Prac. 9 am, race noon. Entry $12. Washington MC Road Racing Assn. 206/839-2536, 866-6052, 243-8584.

SEMI PRO SCRAMBLES
Salinas Airport. Hwy. 101 & Airport Rd. Class "C" traction. Sign in 8 am, prac. 10, race 12. $3 watch or ride. Experts $5. 100% p.b. All classes inc. minis. 408/899-2401, 394-6276.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, competition 12. Sign up at 11:30 & ride trials only. $5 for club memb., $7 non-memb. Free schools for memb., $2 non-memb. PO Box 2155, Orange, CA 92669.

DRA RARE DESERT SCRAMBLES
California City, Ca. Limed 17 mi. N of 4/Corners, Hwy. 395 L side, also from Cal City golf course. Start 0-200 Beg/Beg. PP & Minis 8 am. 250 & Open Beg. Beg. Sr. 9:20, Nov. 10:40, all Am/Ex 12:20. $340 cash purse. 20% trophies, fin. pins, SCAT comm. $3000 med. 714/373-4647.

AME MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Sptsmn. $6 mail, $10 post. Ex. $12 mail, $15 post. 30% trophies, p.b. Ex. $3000 rid. med. cov. AME, PO Box 1421, Reseda, Ca. 91335. 213/881-5778.

BCA MOTOCROSS
Indian Dunes Park, Valencia, Ca. Sign up 7-9 am, race 9:15. Entry Ex. $10, others $8. Mini, PP, JR. 30% trophy. Ex. 100% p.b. 805/259-8000.

CAN-AM REGIONAL MX QUALIFIER
Spillway Park, Santa Maria, Ca. Second race of three. Invitational. D-35 Novice support race. Free camping. Gate $3, start 10:30 am. Dirt Bike Promotions. 714/560-0426.

BENEFIT SWAP MEET
Bellflower CZ, 10464 Alondra Blvd., Bellflower, Ca. 91 & 605 Fwy. $10,000 worth of merchandise below dealer cost. Drawing for Hodaka Dirt Squirt & '72 H-D Baja at 4:30pm. All proceeds to Cecil Merritt Benefit. Masterlinks MC. 213/925-5097.

NBA BICYCLE MX
Uffert Park, Lake Isabella, Ca. 40 mi. NE of Bakersfield on Hwy. 178 to Lake Isabella. Age 6-18 yrs. Mail entry $2.50, must inc. age, height, weight of rider. Post entry $3. Start 1:30pm. MBA, PO Box 958, Lake Isabella, Ca. 93240. 714/379-3226.

CRC MX
DeAnza Cycle Park, Ca. 3 motos, 30% brass same day. Cash to Ex. All classes inc. -16 +30 & womens Div. Gate open 7am, race 9:30. Sptsmn. $8, Ex $10. Non-memb. add $2. Free camping. 213/830-7519.

B.O.S.S. CMC MX
Helvetia Park, W. Sacto, Ca. I-80 to Harbor-W Sacto, N 6 mi. Entry $8/$15. Semi Pro 100% p.b. 30% brass. Free camping. Gate open 6:30, race 9. 916/635-5140.

September 13

AMA SHORT TRACK
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120, btwn. Oakdale & Escalon. Class "C" traction. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b. + $25 extra in Ex. class. 360cc & under + minis. Sign up 4-6pm, prac. 4:30-6, race 7pm. 209/869-1457.

TT SCRAMBLES
Castle Rock, Wash. Entry $4. Sign in 5:30, prac. 7, race 7:30. AMA cd. req. Mini-500cc. Mt. St. Helens MC. 206/423-1263.

AMA PRO HALF-MILE
Douglas County Fairgrounds, take Fairgrounds from I-5. Sign up 5 pm, prac. 6, time trials 6:30, race 8. 503/673-3205.

SEMI PRO MX
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99. Sign in 4-6 pm, prac. 4:30-6, race 6:30. Entry Pro $15, Sptsmn $5 pre, $7 post. No pre entry for Pros. All classes. Live Oak Racing Assoc. 541 Main St., Yuba City, Calif. 95991. 916/673-7767 673-1090, 742-7785.

D-35 NIGHT TT SCRAMBLES
Sprockets Park, Bakersfield, Ca. Ron Pierce Ent. 805/393-3962.

September 14

CRC MX
DeAnza Cycle Park, Ca. 3 motos, 30% brass same day. Cash to Ex. All classes inc. -16 +30 & womens Div. Gate open 7am, race 9:30. Sptsmn. $8, Ex $10. Non-memb. add $2. Free camping. 213/830-7519.

DRAG HILL CLIMB
DeAnza Cycle Park, 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. Super Drag Hill, Stk. & Mod. Classes + special fathers class. Sil. & kill swit. req. Sign up 7-9 am, climb 9:30. $3 gate, $5 entry, $1 spec. 714/653-5840, 653-2633, 653-7979.

CRC GULLY WOMPER FAMILY ENDURO
Lucerne Valley. 90 mi. A&B riders go 3 loops, C riders go 2 loops. Women, minis, & C riders under 16 go 1 loop. Mail entry $9.50, post $12. Memb discount $2. Family teams free. 2&3 man teams all $1 per rider. 2 SASE to CRC, 7601 Arlington Ave., Suite C Riverside, Ca. 92503. 714/689-6114.

D-37 HARE SCRAMBLES
Cuddyback, Ca. Entry $6. Start 9am. Limed N 4? Corners. Trail bikes all the way. Easy, fast course. Huntington Beach MC. 714/871-9276.

B.O.S.S. CMC MX
Argyll Park, Dixon, Ca. 13mi. S of Dixon on Hwy. 113. Semi Pro 100% p.b. 30% brass. Entry $8/$15. Gate 6:30, race 9. Free camping. 916/635-5240.

NRA MX
Rawhide Park, Elsinore, Ca. 3 motos, 30% brass same day, cash to Ex. All classes, incl. minis & Somens Div. Gate open 7am, race 9:30 Sptsmn. $6, Ex $10. Non-memb add $2. Free overnight camping. 714/689-6114 days.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, CA 92626.

AME MOTOCROSS
Indian Dunes, Valencia, Ca. Sptsmn. $6 mail, $10 post. Ex. $12 mail, $15 post. 30% trophies, p.b. to Ex. $3000 rid. med. cov. AME, PO Box 1421, Reseda, Ca. 91335. 213/881-5778.

SRA RED MTN ENDURO
Women & -16 go one loop on Sat. afternoon, everyone else goes 65 mi. on Sun. Sat. $6, Sun. $7.50. Non-memb. add $2 for Sun. 2/SASE to SRA, Box 3882, Torrance, Ca. 90510. 213/320-1015.

D-36 ENDURO
8 mi. W of Redding on Hwy. 299W, Starts from the Brandy Creek Beach area of Whiskeytown Lake. Start 8:01 am. Entry $6/$3 extra per team. Redding Dirt Riders, 5177 Old Altures Rd., Redding, Ca. 96001. 916/547-3892.

D-37 MOTOCROSS
Saddleback Park, Orange, Ca. Nov, Minis, Am/Ex/Pros, Womens Div., Senior Div., Hacks. Viewfinders MC. 714/645-4178.

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry $12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

CMC MOTOCROSS
Dunlap Cycle Park, 38 mi. E on Hwy. 180 from Hwy. 99 in Fresno to Dunlap turn off. 4 mi. to track. Gate open 6:30 am. Entry $6 J/I mail, $8 post. Pros $10 mail, $12 post. 150% cash p.b. to Pros. 30% trophies. 209/233-1834.

MARATHON
Sand Hill Ranch, Ca. No cd. req. Gate open 7:30 am, 125cc 9 am, minis 11 am, 250/Open comb. 1 pm. Minis $5, all others $6, $2 per person. 30% trophies per class 415/634-3328.

395 CYCLE PARK MX
Highway 395 Adelanto, Ca. Sign up 7-8. Entry $7 (No gate to riders). Spec. $2 over 12. 40% brass. No memb. req. Camping courtesy to riders. 714/246-6109.

September 19

D-35 NIGHT MX
Sprockets Park, Bakersfield, Ca. Ron Pierce Ent. 805/393-3962.

September 20-21

6th ANNUAL RBGP
Tempe, Az. Limed from 56th & Guadalupe Rd. Sched: Guadalupe Acres Sat/pm. Orientation, disorientation, Cinema Proto, Stumbling & near-falls, keg donation b.o.c., Sunday services by Very Right Rev. Tru Nagle, 1st Church of the White Cross, Mesa, Synod., more disorientation. Riverbottom GP. Be there or be zerk!

September 20

SEMI PRO SHORT TRACK
Stanislaus Cty., Fairgrounds, Turlock, Ca. Gate open 4 pm, sign up 4-6:30 pm, prac. 5-6:30, race 7. $3.50 for 1st bike, $2.50 for 2nd bike. All classes inc. minis. D-36 & AMA rules enforced. 209/883-0206, 529-1620.

September 21

HOOK & LADDER ENDURO
Limed from Cal City Golf Course. Start 7:01 am. Entry $8.50 mail, $10 post. 60 mi. of fun riding. 100% brass to all minis. 20% to all tohers. Super finisher pins. Benefit for LA County, USC Burn Center. Mail entries close Sept. 12. Send 2 SASE to, PFD 5226 N. Golden West Ave., Temple City, Calif. 91780. 213/287-4471.

ROCKINSTRAW GRAND PRIX
Globe, Az. Travel N on Hwy. 60 about 20 mi. watch for signs. 100 mi. race. Pre-entry $12, post $20. Riders meeting 9:30 am. Free camping. Fin. pins, trophies, money to 1st three finishers if riding Honda or Yamaha. P.O. Box 1272, Globe, AZ. 85501.

DRA HARE SCRAMBLES
Adelanto, Ca. Limed 17 mi. N of Adelanto, Hwy. 395 R side. 2x30 mi. Start 9 am. 20% trophies, fin. pins, SCAT comm. $3000 med. ins. $340 cash purse. 4/wheel rescue. 714/373-4647.

D-36 SEMI PRO MX
Santa Cruz Cty. Fairgrounds. Hecker Pass Rd. Hwy. 152, Watsonville, CA. Signup 6 am-9, prac. 8-9, race 9:30. All classes, D-36 Blue Plate pts. 100% p.b. to Ex. 408/475-3619.

POKER & HISTORIC RUN
Francisco's Restaurant, Ave. 26 & N. Figueroa. Intersection Pasadena & Golden State Fwy. L.A. 194th Birthday MC Poker & Historic Run. Sign up 8-10 am. Tour San Gabriel Mission, Olvera St. Finish at San Antonio Winery for cake & wine tasting. Trophies, patches. 714/559-0199.

CMC SEMI PRO MX
Sand Hill Ranch, Ca. CMC cd. req. Ex. $15, all others $8. 100% p.b. to Ex. 30% trophies others. Sil. req. Minis welcome. Gate open 7 am, race 9. 415/634-3328.

CRC MOTOCROSS
Indian Dunes, Valencia, Ca. 30% brass same day. Special classes for -16, over 30 & Women. Cash to Ex. $8 Sptsmn, $10 Ex. Non-memb. add $2. Gate open 7 am, prac. 8, race 9:30. Shadow Glen. 213/830-7519.

AMERICAN NAT'L. CHAMPIONSHIP MX
Cycle World USA, St. Peters, MO. 125/250/500 will compete for over $10,000 in cash &awards. Start 1pm. 314/895-1238.

B.O.S.S. CMC MX
Helvetia Park, W. Sacto, Ca. I-80 to Harbor-W Sacto, N 6 mi. Entry $8/$15. Semi Pro 100% p.b. 30% brass. Free camping. Gate open 6:30 race 9. 916/635-5140.

September 22

BLM ADVISORY BOARD MEETING
Science & Mathematics Center, Lassen Community College, Susanville, Ca. 8am. To organize board, elect officers & hear progress reports from BLM officials. Open to public.

September 24

BLM ADVISORY BD MEETING
Cal-Pines Lodge, Altura, Ca. 8am. To review field trip, adopt resolutions & accept public comment. Open to public.

September 26

GOLDEN WEST INVITATIONAL
Half-mile, Ascot Park, Gardena, Ca. Top 25 Jr/Nov in nation competing against Ascot's top riders. 213/321-1610, 323-9710.

INDOOR MC SWAP MEET
Orange Cty. Fairgrounds, Costa Mesa, Ca. 6 pm-midnight. Buyers fee $1. Sellers spaces $10. Reservations by mail. Inter Shows, PO Box 334, San Clemente, Ca 92672. 714/639-7440, 492-9938.

September 27-28

9th ANNUAL REDWOOD TOUR
Mountain Home Ranch, 3400 Mtn. Home Ranch Rd., Calistoga, Ca. 94516. Mail entry $4 by Sep. 22. Post entry $4.50 by Sep. 27. App. to Napa Valley Travelers, 5468 St. Helena Wy., Napa, Ca. 94558. 707/224-6167, 255-7169.

September 27

D-36 SHORT TRACK
Chris Beck Arena, Sonoma Cty. Fairgrounds. All classes & sizes, no minis. Sil. req. Pits $3.50. 707/546-3903, 823-7571.

SEMI PRO SHORT TRACK
Stanislaus Cty., Fairgrounds, Turlock, Ca. Gate open 4 pm, sign up 4-6:30 pm, prac. 5-6:30, race 7. $3.50 for 1st bike, $2.50 for 2nd bike. All classes inc. minis. D-36 & AMA rules enforced. 209/883-0206, 529-1620.

AMA CAMEL PRO NATIONAL
Half-Mile, Ascot Park, Gardena, Ca. 18300 Vermont, Gardena, Ca. 90247. Racing at 8pm. Call for ticket info. 213/321-1610, 323-9710.

September 28

SIERRA 100 ENDURO
Clear Creek, Ca. 25 mi. W of Coalinga, 20 mi. E of King City. Start 7 am, entry $9 + $1 each team. 100% cash p.b. to teams. Trophies awarded same day. Super fin. pins. A rider pref. D-35 rules. 3069 W. Gettysburg, Fresno, Ca. 93711. 209/226-4939, 674-2096.

D-37 HARE & HOUND
Limed from Cal City Golf Course. Entry $7. Start 9 am. Trail Nov. all the way. Fin. pins. Sunland Shamrocks, 16743 Vintage St., Sepulveda, Ca. 91343. 213/363-5459.

VIRGINIA CITY MINI GP
Virginia City, Nv. D-36 rules apply & enforced. Mail entry rec. by Sep. 10 for number drawing for start pos. 60cc, 80cc & 100cc N/J/E. 10 laps on 7 mi. course. Rid. ins. avail. Sign up 7-9 am, race 10. Entry $10 pre, $15 post. Western States Racing Assoc. 1301 Manzanita Lane, Reno, NV. 89502. 702/825-6692, 323-6998.

TT SCRAMBLES
395 Cycle Park, Adelanto, Ca. Simi Valley M/C. See club for details. 213/892-0678.

CRC MX
Indian Dunes, Valencia, Ca. Int'l course. 3 motos, 30% brass same day, cash to Ex. All classes, inc. -16, +30 & Womens Div. Gate open 7am, race 9:30. Sptsmn. $8, EX$10. Non-memb add $2. 213/830=7519.

NRA MX
Rawhide Park, Elsinore, Ca. 3 motos, 30% brass same day, cash to Ex. All classes, incl. minis & Somens Div. Gate open 7am, race 9:30 Sptsmn. $6, Ex $10. Non-memb add $2. Free overnight camping. 714/689-6114 days.

B.O.S.S. CMC MX
Plymouth Rcwy, Ca. 16-30 mi, from Sacto. Gate open 6:30, race 9. Entry $8/$15. Weather permitting will run hilly track. 916/635-5240.

AFM ROAD RACE
Sears Point. Hwy. 37 & 121 in Sonoma Cty. All classes. Entry Pre $12, post $18/$4 extra class. Gate open 7:30, race noon. Spec. entry $4. AFM, PO Box 705, Brisbane, CA 94005. 415/547-2947.

MARATHON
Sand Hill Ranch, Ca. No cd. req. Gate open 7:30 am, 125cc 9 am, minis 11 am, 250/Open comb. 1 pm. Minis $5, all others $6, $2 per person. 30% trophies per class. 415/634-3328.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

ROAD RACE
Portland Int'l. Rcwy., Portland, Ore. No lic. req. Oregon MC Road Racing Assn. For info. Paul Middlehoven. 503/285-5251. ext. 249.

AME MOTOCROSS
Valley Cycle Park, off Hwy. 123 S of Moorpark. Sign up 7-8:30 am, prac. 8, race 9. Mail entry $8. Ex. $20, post $10, Ex. $25. 100% trophies to Sportsman, $1000 purse to Experts. Memb. req. $7. AME P.O. 1421, Reseda, CA. 91335. 213/881-5778.

NORTH VS SOUTH

October 4

3rd ANNUAL BEARFOOT ENDURO
East from Georgetown. Richmond Ramblers MC, PO Box 484-Station A, Richmond, Ca. 94808. Entry $9/$3 extra for 3 man team. Drawing Aug. 27, entry closes Sept. 19. 415/234-0391, 237-6775.

October 4-5

DRA CAL CITY GP
Memb. not req. Send copy of 1975 class card or ride Pie Plate Ex. Dual DRA pts. $2000 purse. 25% Beg. trophies, 20% N/A/Ex trophy. Fin. pins. 1/3 desert, 1/3 trails, 1/3 asphalt. Sat: All Beg/Beg. PP, minis & 3/wheel, 60 mi. Sun: All Nov., Adv. PP, 80 mi. All Am/Ex, 100 mi. 350 rider limit per race. Mail entry $16, 2/SASE to DRA, PO Box 2605, Calif. City, Ca. 93505. 714/373-4647.

October 5

DESERT SCRAMBLES
Grand Jct., Colo. N. on 29 Road to I-70 overpass, follow signs. 8hr. race. 2-rider teams on one bike. Bike completing most laps in 8 hrs. wins. 3 classes 125/250/Open. $5000 purse. Start 9am-5pm. Entry $50. PO Box 411, Grand Junction, Colo. 81501. 303/245-3415.

AMA ROAD RACE
Fastrack Int'l Raceway, Phoenix, Az. Entry $15 pre, $20 post. Arizona Road Racing Assn., 6741 E. Billings, Mesa, AZ 85205. 602/985-6359.

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry $4.50. 503/849-2676.

October 11

D-35 NIGHT MX
Sprockets Park, Bakersfield, Ca. Ron Pierce Ent. 805/393-3962.

October 11-12

RIO SANTA MARIA OFF ROAD RACES
Spillway Pk., Santa Maria, Ca. 80% p.b. in class. FWV entry $100, MC entry $50. Post entry $120 after Oct. 1. AMSA memb. req., PO Box 5473, Fresno, Ca. 93755. 209/224-6456.

October 12

ITA TRIALS & SCHOOL
Saddleback Park, Orange, Ca. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, comp. 12. Sign up at 11:30 & ride trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. PO Box 2155, Orange, Ca. 92669.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

October 18

D-37 TUFF E'NUFF ENDURO
Limed N of Red Mtn. on Trona Rd. 2/25 mi. loops. "C" riders go one loop. (:01am start. Entry $8.50 mail, $10 post. 3 man tm. add $1 per rider. 4 man Clb. Champ team add $1 per rider. Sil req. 2SASE to United Enduro Assn., PO Box 583, Seal Beach, Ca. 90740. 213/431-6361, 892-2948.

D-36 COWBELL ENDURO
Lake Pillsbury, Ca. Drawing Sep. 6, entries accep. after Aug. 25. Entry $8.25/$3 team. Camping ok, plastic gas cans only. 3/SASE to John Guzior, 5345 Bamboo Ln., Fremont, Ca. 94538. 415/657-3454, 278-5352.

October 19

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry $12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

U.S. NAT'L 4-STROKE MX CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, Ca. Thumper power for solo & sidecar machines. Pro classes for Open, 250 & Sidecar. Support Open 250, 125 & Oldtimers. No 2-strokes allowed. Cash to Pros, contingencies & trop. Carlsbad Rcwy, Dirt Bike Promotions, Knobby Shop Int'l. PO Box 1592, La Jolla, Ca 92038. 714/560-0426.

October 25-26

GRIFFITH PARK SIDECAR RALLY
Mineral Wells area, Griffith Park, Los Angeles, Ca. 10am Sat.-4pm Sun. Overnighter event. Movies, all types of sidecars. American Sidecar Assoc. Box 8119, Van Nuys, Ca. 91406. 213/780-5542.

October 26

SWAP MEET
Great Western Exhibit Center. Santa Ana Fwy. at Atlantic on Eastern Ave., L.A., Ca. Biggest bike swap meet in So. Cal. Selling spaces $7. 9am-2pm. R.G. Canning's Show Headquarters, PO Box 400, Dept. 23, Maywood, Ca. 90270. 24 hr. info. 213/588-7310.

4th ANNUAL TONTO 100 ENDURO
Tonto Nat'l Forest. Limed from Phoenix, N on AZ 87. Entries open Sept. 1. Entry $14. Enduro Committee, 10001 N 30 Pl., Phx., AZ 85028. Start 8 am. 602/258-8175.

Oct. 29 - Nov. 1

BAJA 1000
Ensenada, Mexico. 800+ mi. of challenging off-road terrain. Contingencies top $114,000. 1975 SCORE Int'l rules & regulations. $100 deposit by Sep. 19, 7 pm. SCORE, 2701 E. Anaheim, Wilmington, Ca. 90744. 213/437-0466.

1975 National Championship Events

AMA Grand National Camel Pro Series

SEPTEMBER 7
New York Frgnd.
Syracuse, NY
M $16,000

SEPTEMBER 13
Toledo Rcwy.
Toledo, Ohio
H-M $14,000

SEPTEMBER 21
Santa Clara Frgnd.
San Jose, Calif.
M $16,000

SEPTEMBER 27
Ascot Park
Gardena, Calif.
H-M $14,000

OCTOBER 5
Ontario Motor Spdwy.
Ontario, Calif.
RR $40,000

CRC ENDUROS '75

7/14	Gullywhompe
10/12	Cal City
11/2	Pucker Bunny
12/14	Santa Claus

AME Race Schedule

1st Sunday — Valley Cycle Park
2nd Sunday — Indian Dunes
4th Sunday — Valley Cycle Park

Every Friday night — Indian Dunes
Membership required $7 a year
$3,000 medical insurance. Superbowl
Qualifiers for High School & 500 Pro class

Motocross Cat

T-Shirts!
See pg. 39

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

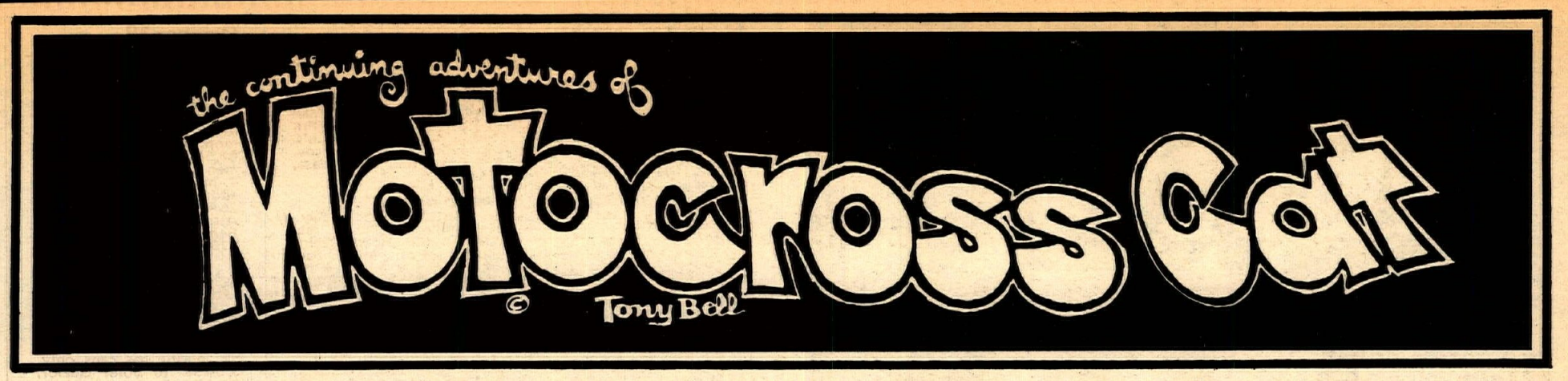
Location _____

Mailing address _____

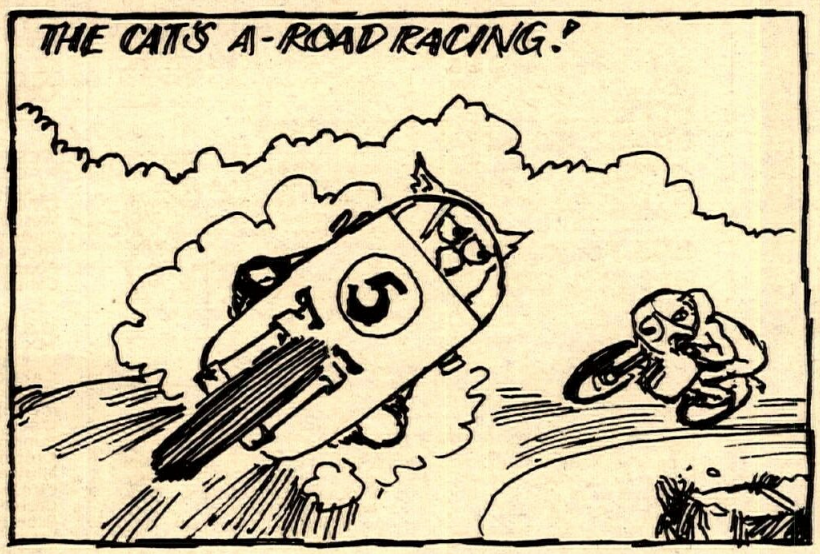
How to get there _____

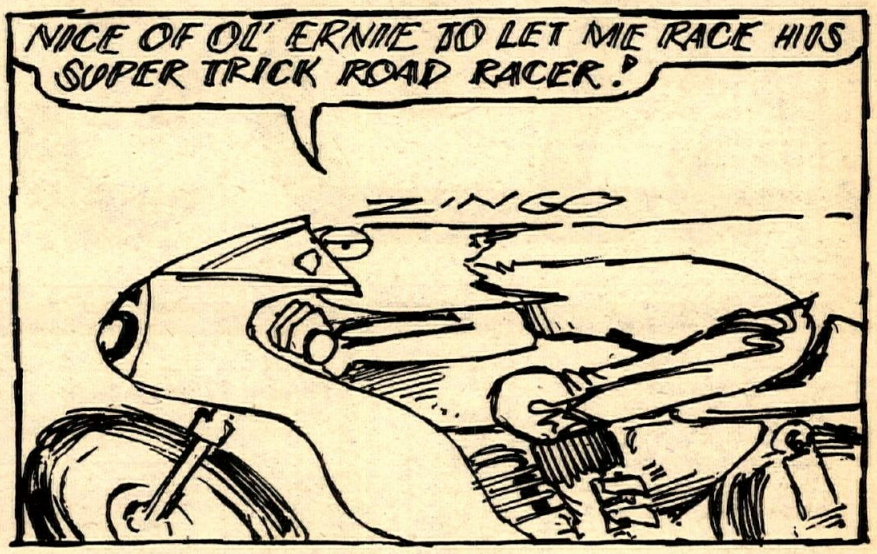
Additional information _____

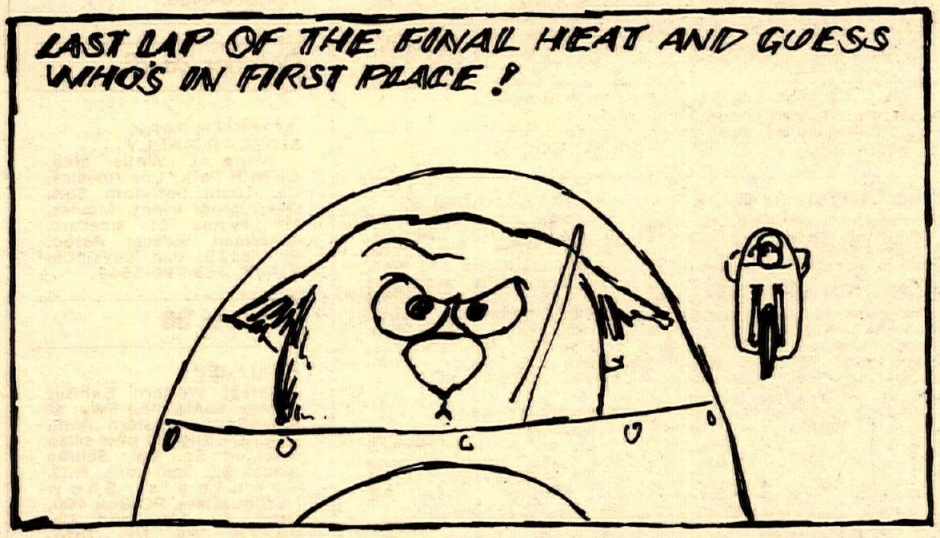
Your name _____ Number to call for info *(with area code)* _____

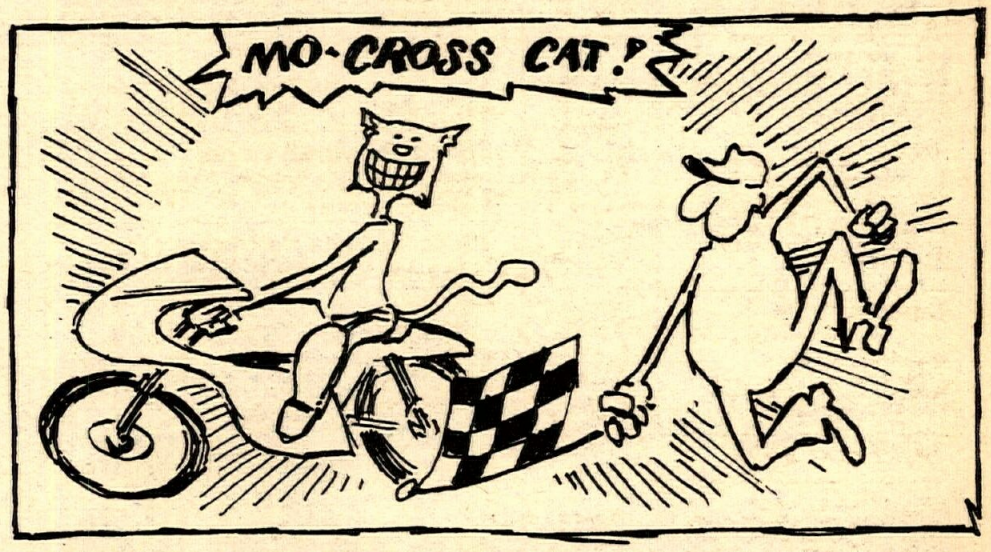

the continuing adventures of
Motocross Cat
© Tony Bell

THE WIN

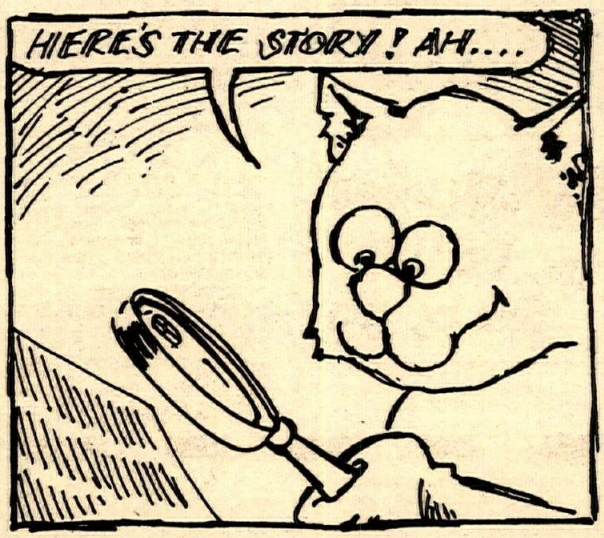

THE CAT'S A-ROAD RACING!
5


NICE OF OL' ERNIE TO LET ME RACE HIS SUPER TRICK ROAD RACER!
ZINGO

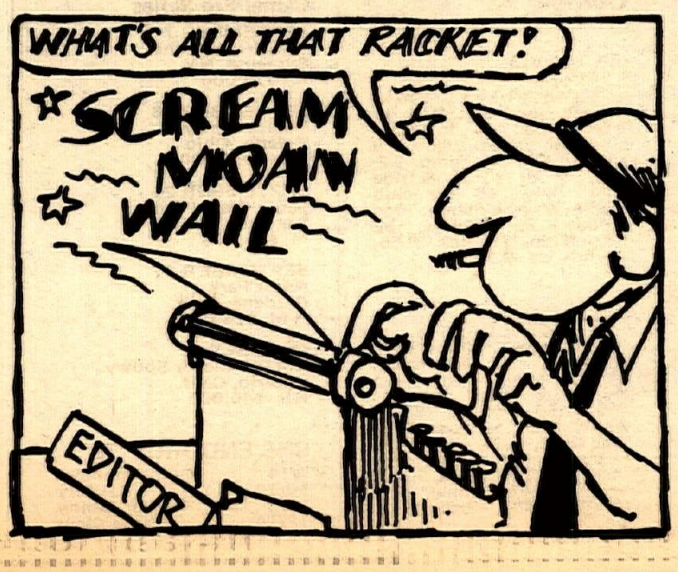

LAST LAP OF THE FINAL HEAT AND GUESS WHO'S IN FIRST PLACE!

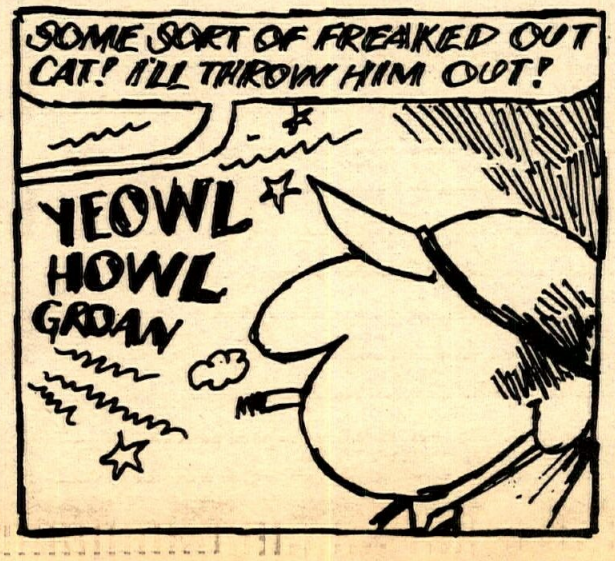

MO-CROSS CAT!

LATER THAT WEEK!
WONDER IF I GOT MY PICTURE IN THE PAPER!
CYCLE SNOOZE


HERE'S THE STORY! AH....

THEY MISSPELLED MY NAME!
Tony Bell 4 Aug 75


WHAT'S ALL THAT RACKET!
SCREAM
MOAN
WAIL
EDITOR


SOME SORT OF FREAKED OUT CAT! I'LL THROW HIM OUT!
YEOWL
HOWL
GROAN

SIGH, WE MUST HAVE MIS-SPELLED A NAME AGAIN!
KA-BOOI

WANT ADS

Summer clearance sale!!!
10% off on Bill Walters and Hallman leathers, up to 50% off on others. Large stock to choose from! Valerians Two Cycle City, Ltd. Sale ends September 30th. (213) 475-4541. (33/4x)

YAMAHA ROADRACING parts. Garage sale — many new, BELOW COST, bearings, gaskets, barrels, heads, wheels, brake calipers, pads, CDI parts, etc. Call Steve (213) 564-5666 or (714) 898-2311. (35)

Super fast twin
1972, 250 twin, Champion frame, spools, disc brakes, prepared by Kenny Roberts for Skip Aksland. Raced 3 times. Paid $2000.00, will sacrifice $1500.00 or offer. (707) 642-2762. (35)

250 Champion
TA 250 Yamaha twin, Champion frame, tank and seat, Barnes wheels, Ceriani forks, extra parts. Must see to appreciate, $1,950.00. (714) 658-6154. (35)

'74 Husky 400, 6 speed, $925
Vesco tank, 5" Curnutts, new CR pipe & many extras, excellent condition. (714) 645-4903. (35)

½ miler
TD2B Champion frame, Barnes, disc, fresh motor, and some spares. $1300.00 or best offer. Call and leave message. (714) 465-0324. (35)

'75 Penton 250
Excellent condition. Must sell, hardly used, $1000.00 firm. Santa Cruz (408) 476-9083. (35)

Wanted: Elsinore CR100
For sale: Leathers, $50, new, wrong size. Leather sleeves, $20, new, padding from wrist to collarbone. Gloves, $7.00, palm and back hand protection. (209) 897-3661. (35)

'75 Suzuki RM125
2 months old, ridden only 5 hours, perfect condition. Must sell, $800.00. (213) 326-0895. (35)

'75, 125 ELSINORE CR, original everything, $650.00. Victor Kim (213) 283-9866. (35)

1974 CZ 250, 6 months old
Hooker pipe, stock pipe, 5 inch Curnutts, G.P. fork springs, desert or MX ready, $650.00. (213) 362-2021. (35)

'72 Husky 400, desert ready
Excellent condition, Koni shocks, 3.5 gal. tank, 350x21 ft. Many extras including tools — $650.00 or make offer. (213) 866-0366. (35)

'71 OSSA 250, Baker frame, TT & flat, $600. '74 YAMAHA Noguchi 80cc, $400. Xlnt. cond. (714) 558-9519. (35)

'72, 125 Penton
Excellent condition, was ridden one year, $400.00 or best offer. (714) 528-0358. (35)

Can you pass this up??????
1974½ Bultaco Pursang 250. Trelleborg front, Fox gas shocks and forks, steel brake liner, stock, well maintained motor. $899.00, must sell! (714) 639-0344. (35)

'74 PENTON 250 ENDURO, completely stock, new tires, calibrated speedo, tool kit, street legal, a dependable, one kick bike, $1000.00. (714) 538-0391. (35)

'75½ Suzuki RM125, super trick
FMF pipe, ported, milled head, 32 Mikuni, fork kit, Yokohama 4.10 rear, trick brakes, super fast, excellent condition, $900.00. (213) 427-4356. (35)

Works Honda SL 70
Mint cond., ported head, 20mm carb., P.K. manifold, K.N. filter, P.K. cam, lightened rocker arms, Webco valve springs, button mag, pipe, Boge shocks, YZ 80 swingarm, K.N. bars, new front knobby, revs instantly, fast and reliable. (714) 595-8758. (35)

'73 Penton 175 Jackpiner
New piston and rings, tires, bars, runs good, never raced, $500.00. (213) 443-7422. (35/2x)

1974½, 250 CZ GP
Excellent condition, stored 6 mos. 8" travel, front forks, 6½" travel forward mounted Boge-Mulhollands rear. All lightweight trick parts included. $800.00. Will deliver L.A. area. (805) 485-5626 after 6 p.m. (35/2x)

In stock
YZ 125 Cs, MX 400 Bs, YZ 250 Bs. Myserscough's Yamaha of Redlands (714) 792-2204 or (714) 793-2473. (21/TFN)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

750cc Yamaha flattracker
In new Star frame, $1950.00. Also Champion frame, tank, seat, $400.00. (509) 452-1422. (34/2x)

'75 Husky G.P. 360, $1295.00
Excellent condition, raced 3 times. Air forks, Sun rims. Call weeekends or after 5:00 p.m. weekdavs (702) 322-2947. (35)

6 inch travel suspenders
For Bultacos, C-Z, Honda CR-125 and 250s and other makes. 7 inches of rear wheel travel, no frame modifications, $79.50. Work's Performance Products, 20970 Knapp Street, Chatsworth, California 91311. (213) 998-1977. (24/TFN)

TRAILER 3-rail, highest quality, many extras. Call for specifications. $200.00/offer. (714) 837-3425. (35)

'74, 250 CR Elsinore
Laydown Boges, matched and polished, cylinder skid plate, Diamond chain and new rubber on back. Looks new and runs fast, $700.00. (714) 599-7625. (35)

Ariel square 4 Mk II
Wanted — complete bike or any parts. Details to C. Smith, 10105 Pinehurst, South Gate, California 90280. (35)

HUSKY 400 WR '74, perfect condition, hardly used! $1375.00. (213) 883-7727. (35)

H-D XR750 gask tank and seat. Eves. (408) 295-4167. (35)

Honda XL410
Like new, Bill Bell engine, many extras, street legal, $795.00. (714) 846-2479. (35)

Bikes must go
'74 Honda XL 250 stret, trail, xlnt. cond., $600.00. '72 Yamaha mini 60, great beginner's bike, xlnt. cond., $200. '72 CZ 250, great machine, fast, xtras, $350.00. '69 CZ 400, new piston, runs great, $200.00. (714) 848-8313. (35)

2—'74 ELSIES CR250s. His — moved-up new shocks, new tires, piston, rings and ported, Vesco tank, sell or trade for Yamaha. Her's — barely ridden with Curnutts. Both excellent. $750.00 and $650.00. (213) 329-9534. (35/2x)

'73 TM 125 Suzuki
Excellent condition, with heavy duty bike rack and extras, $450.00. (213) 927-3634. (35)

Kawasaki F81M factory MXer
250cc, fresh and clean, $395.00. (213) 675-6717. (35)

'73 Bultaco Pursang 250
Original showroom condition, never raced, see to appreciate, $575.00. (714) 983-8973. (35)

$15/30/5 LIABILITY INSURANCE. 70cc's $24, 300cc's $37, 500cc's $60, 650cc's $68, 1200cc's $85. (Collision, fire, theft available.) (213) 295-2054. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (31/TFN)

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We will beat any bona fide deal on new 125s, 240s, 400 monoshocks. Free with purchase of new motorcycle the super trick Pro-tec chain tensioner and air forks. (213) 861-4139 or (213) 861-6217. (35/2x)

Jawa speedway bike
New engine, 22 inch wheel, $1,200.00. (714) 536-4631. (35)

1974 CZ 250 red frame
Bought 5/15/75, completely stock, Uni filter, only ridden 4 times, immaculate condition. Sac. $900.00 or best. Jeff, before 3:00 (213) 980-5067. (35)

1975 Yamaha 400 mono
Desert ready, 1 month old, ridden twice, too fast. $1499.00 or best offer. (714) 630-7164. (35)

Trials bike
'74 Montesa 123cc trialer. Ridden 100 miles. Sacrifice at $550.00. Call Mark at (714) 756-2639 or (714) 755-8208. (35)

'69, 650 Triumph cafe racer
Fiberglass tank, seat, fairing, fender. Rearsets, clip-ons, Ceriani forks, Mikunis, special exhaust, fresh paint. $1000.00/best offer. Jeff (213) 375-5268. (35)

Too fast!
Your gain my loss — son raced one MX lap — bike too fast! '74, 250 CZ, Boge shocks, all factory spares & tools. Engine tuned by Chenda Leick. $650.00 O.B.O. Come and get it!! (213) 963-5058. (35)

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For sound advice and excellent deal, racers should call Gino (213) 980-7711 — Sundays off! (33/16x)

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Calling on dealers? Now you can add to your income. BIKER will pay 5% commission on magazine retail sales in outlets you set up. Interesting? Write to BIKER Magazine, Box 2610, Long Beach, CA 90801, ATTN: Charles Clayton. (33/TFN)

'74 DG racer
125 Honda Stage 5, 32 carb., new top end, 520 chain, extra sprockets, fork kit, laydown gas shocks, $750.00. After 6:00, Steve (714) 996-2943. (35/3x)

MK Husky 400
MX and Vesco tanks, new tire, cables, grips, seat, etc. Mag S.A., 5" Curnutts, spare front wheel. Fast & reliable, $935.00. (213) 346-6162. (35)

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400 CZ frame, complete CZ 400 minus engine, DIDs, aluminum Konis, tanks, Yamaha 125 parts, twin-port CZ parts, Ossa engine. Bob (213) 340-6294. (35)

'72 Bultaco 125 Pursang
Trick pipe, 2 tanks, desert or MX ready. Runs great, xlnt. cond., more extras. $350.00. Call Bret before 4 p.m. (213) 654-4775. (35)

2 CR 125, 125 mono
2 super sano FMF Hondas, all the trick stuff. $750.00 each. New 125 Mono pipe mod., raced twice, $800.00 firm. (213) 326-3604. (35)

'75 Yamaha YZ monoshock
Ridden only 3 times — perfect cond. — polished aluminum tank. $1095.00. (714) 529-3876. (35)

Money tight?
No problem, new 1974, 360 MX, $899.00 plus T&R. (213) 861-4139 or (213) 861-6217. (35/2x)

650 Yamaha
'75, 1000 miles, brand new, $1,700.00 firm, xlnt. '75 Honda ATC90 like new, used very little, $600.00 firm. Getting house, must sell. (213) 943-0478. (35)

Sale or trade
My Rickman 100 with spares including extra frame, $300 — or trade for small street bike less than 100cc — (SL70 — ST90 — ?). (805) 942-3730. (35)

Champion frame and glass
For 250 twin flattracker, $350.00. (602) 838-4742. (35)

750 Yamaha
Champion frame, fresh Shell engine, S&W shocks, Ceriani forks, Barnes wheels, ½ mile, T.T. & Mile spares. Ascot main event winner. $1800.00. Byrdman (805) 965-6622. (35)

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'75, 125 Super Combat
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C&J YAMAHA monoshock frame — new $425.00; new Maico forks with 9" travel Wheelsmith kit $225.00; 250 Yamaha engine — new $300.00. (714) 529-3876. (35)

'71 Husky 250 CR, $400
Must sell. Ask for Jim (213) 892-8596. (35)

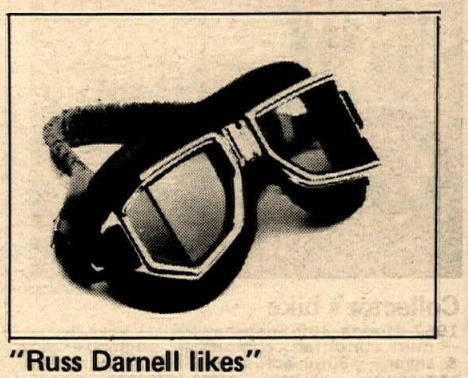
1973, 250 CZ
Moved up shocks (Konis), reed valve, fork kit, W.R. trans. (more). $750.00 cash. (714) 532-3634. (35)

'73 Yamaha 250 MX
Very good cond., brand new swingarm & bushings, new top & bottom end, Diamond chain, trick fork kit. First $600.00 takes it. (213) 877-6900. (35)

'74½, 125 PENTON. Pipe, milled head, & porting by FMF, ridden 5 times, brand new condition, $795. T.H. leathers, 30 waist, $60. (213) 833-4102. (35)

1973 7' overhead camper
For mini truck, side dinette, sleeps 4, boot 4 jacks incl. Good cond., $850.00. (714) 987-1407. (35)

'73, 250 CZ
Lay downs, lengthened swingarm, new Girlings, Mikuni, Motoplat, new plastics, super digger. Akronts, stock, strong motor, red frame, $525.00. (213) 545-3745. (35)



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'74 YAMAHA 125 YZ. DG radial head, 30mm Mikuni, Skyway pipe, cantilever Konis with coolers, more. Call Robert after 7 p.m. (213) 426-4341. (35)

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1952, B34, running condition, $275.00. (213) 665-8655. (35)

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for Honda, Yamaha and Triumph. Must be experienced. Work in SMOG FREE Costa Mesa. At Award Motors, Inc., 1680 Newport Boulevard. Call (714) 642-4343. (35)

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Research assistants needed
at University of Southern California for extensive program of motorcycle accident research. Education required is Bachelor of Science in Engineering, Science, or human factors. Motorcycle experience required. Opportunity for graduate study. Apply by letter listing education and experience to me. Hugh Marrison Hurt, Tenure, ISSM, Room 113, USC, Los Angeles, CA 90007. An equal opportunity employer. (35/2x)

Yamaha flat tracker
1 complete TRACKMASTER 750 YAMAHA, Barnes brakes, fresh engine, very fast, some spares plus 1 TRACKMASTER 750 frame only. Best offer. Contact Frank or Doug Gillespie (415) 785-0566 (days), (415) 938-0374 (nites). (35)

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3rd ANNUAL BLACK GOLD TOUR MOUNTAIN RUN. LOTS OF SHADE. Sign in at Dick Oxford's Harley-Davidson, 320 Harrison St., Taft, Calif. 8:00 a.m. to 1:00 a.m. LIME MARKS TO HARLEY SHOP. FREE COFFEE AND DONUTS AT SIGN IN. S.C.M.A., adults, $5.25, Juniors, $4.75, children, $3.75, under 12 SCMA discount 50¢. Extra meal ticket $2.00, free beer. Trophies, cast metal pins, LOTS OF FIELD EVENTS AND GAMES. (805) 765-6575 or (805) 763-3805. (35/2x)

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Beautiful two wheeler, $600.00 and classic trike, $400.00. Will sell or trade for stock, clean, street bike. (213) 473-5426. (35)

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Like new. Semi chopped, low miles, must see to appreciate. Call (213) 634-0800. (29/TFN)

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$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

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Great shape, new paint, etc. Must sell, $700.00 or best offer. After 5:30 p.m. (213) 327-6888. (35/2x)

1974 Yamaha 125 MX
Never raced, TM pipe, Akront rims, 30 Mikuni, bored to first, ported, new tires, new piston and ring, Inter-Am bars, and many extras. Must sell. (714) 962-8976. (35)

'75 HONDA Elsinore 125, used very little, moved up Boges, alum. skid plate & bronze bushings. $675.00. (213) 265-3417. (35)

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Redline swingarm, Boge shocks, pipe & porting by Norris Cycle Products. Plastic airbox with two Filtrons, 450 Trelleborg, $750.00. (714) 496-5245. (35)

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½ miler, Barnes wheels, disc, Krober ign., fiberglass, fast, ready for Ascot. All rebuilt, must sell. Sacrifice, $1,400.00 or street bike, or ? (714) 449-3505. (35)

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Like new, Curnutts, light wt. fly wheel, very dependable and fast. Must sell, $475.00. (213) 359-3151. (35)

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Excellent condition, many extras. (714) 545-1491. (35)

'76, 125 monocross Yamaha
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'74 TRICK HONDA XR80, pipe, cantilever, Boges, floating rear brake, 17" front rim, '76 dirt license, many extras. $525.00 or offer. (209) 227-7579. (35)

Late '73, 125 Bultaco
Pursang 125, new eng., reeds, shocks moved, Twin-Air, $400.00. (213) 963-5984 before 6. (35)

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New tires, new paint, lights, horn, Indian tool kit, excellent condition, titled. Approx. 4000 mi. total. $3000.00. (303) 545-6139. (35)

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Bike is in like new condition — hardly ridden — $525.00 or best offer. (213) 963-1172 after 5:00 p.m. (35)

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For dirt, street, racing, touring. Thousands of accessories and parts. Low, low prices. 10% special discount to racers. Bring your membership card. RACECRAFTERS INTERNATIONAL, 7932 SUNSET BLVD., HOLLYWOOD. Phone (213) 876-3600. (35/2x)

'75 Yamaha MX 250B
Never ridden, full O.C. monomod & OHV reg. $1050. New Vesco tank, $30. American 3 rail trl., $195. (714) 529-8762. (35)

Ready to race
TZ 700 road racer, complete with fairing, $3600.00. (713) 446-7165. (23/TFN)

'71 Honda SL100
Dirt only, 1974 engine, new tires, K&N bars, Keihin carb-26, small seat, extra parts. Moving, $250.00 or offer. Call Sat. or Sunday (213) 327-1464 or (213) 324-7000. (35)

1973, 350 Bultaco Pursang
Konis moved up, K&N handlebars, plastic levers, ported, polished, slidework done, Preston Petty fenders, 460 Dunlop, custom seat, desert & MX tank, much more. Better than new, never raced, $750.00 firm. (714) 688-5854. (35)

250 Bultaco trials '72
Excellent condition, just rebuilt throughout, Preston Pettys, skid plate, J&R silencer/arrestor, 2 ply English Dunlop & more. $475.00. After 6 p.m. (714) 893-3175. (35)

'72 Honda 125 SL super trail
Looks and runs great, low, low price. Ready go go! (213) 421-8393. (35)

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Must be top man. Brands are Yamaha and Bultaco. (213) 442-3060. (32/TFN)

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Liquidation sale CZ 250 MX
New 1974 black frames, now $675.00. Call Mueller Cycle Sales, 7223 Centreville Road, Manassas, VA 22110. (703) 368-2929. (34/2x)

'73, 125 TM Suzuki
$400.00. Call (714) 522-6803 between 8:00 a.m. and 6:00 p.m.; ask for Diane. (34/TFN)

'68 BSA 441, CLEAN, $400.00 or ?? '61 A.J.S. 650 TWIN, restored, beautiful classic, $650.00 or ?? (714) 796-0729. (35)

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wanted for Australian motorcycle magazine. Must be familiar with all aspect of road and off-road and good photographer. A couple articles a month, part time. Write (air mail), Editor, 1 Station Road, Cheltenham, Victoria, Australia. (35)

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1974, 175 MX YAMAHA. Lay down Konis, Curnutts standard position, extra 3½ gal. tank, 125 top end, chain tensioner, $650.00. Mornings (213) 376-9536. (35)

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Accurate, dependable, easy to install, resettable in 10th, speedomerter. Drill two holes in seal, zero, and ace the next enduro. (805) 736-7777. (35)

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Monoshock, like new, ridden 4 times, $850.00. Maico, super clean, over $700 in trick stuff, $800.00. Byron (714) 755-1534 Room 3. (35)

'75 Elsinore CR125MI
Bike is in sano shape. Raced 1 time only. Must sell! $725.00. Will deliver. (714) 327-7128. (35)

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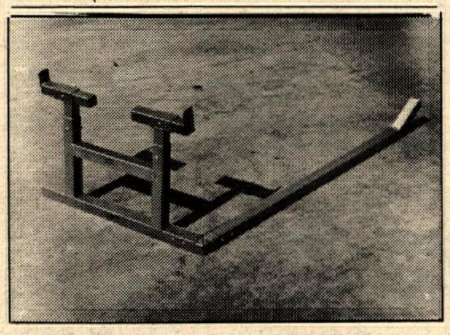
D&G pipe, Mikuni carb, excellent condition, super clean. Make offer. (213) 378-2454. (35)



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TZ 750B—brand new — one of only five released in U.S., $5495.00/offer. TZ 350—Super sanitary — Vesco seat & fairing, Hunt disc., more, $2595.00/offer. TA 125—Brand new — ideal club racer, great class, $1148.00/offer. Phone Jim at Berkeley Yamaha (415) 848-2309. (35/3x)

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1973 CZ 250
Motoplat ignition, Konis, Mikuni 36, plastic tank & fenders, excellent condition. Moving, $525.00. Call Saturday or Sunday (213) 327-1464 or (213) 324-7000. (35)

'74 Honda 125 TL trials
This bike was rode 4 times and is in showroom condition. Not a scratch!! "Too cheap." (213) 421-8393. (35)

1974, 400 CZ 99.9% new, $795.00. Under 100 easy miles! (213) 597-8281. (35)

HACIENDA HEIGHTS BUSINESSMAN retires from riding. Offers for sale, 1972 Yamaha 250 MX, excellent condition, $475.00. Private party, call evenings (213) 336-8416. (35)

'75 Ossa desert Phantom
$1295.00 out the door. 2 only. Nelson's Motorcycles, 2362 3rd Street, Riverside, California 92507. (714) 686-3383. (31/TFN)

Wanted 2 stroke mechanic
Journeyman capable of running shop in small dealership. San Fernando Valley area. Send informal resume to Cycle News, P. O. Box 498 Dept. TB, Long Beach, CA 90801. (33/TFN)

'75, 250 Falta replica
$1395.00 out the door. 2 only. Nelson's Motorcycles, 2362 3rd Street, Riverside, California 92507. (714) 686-3383. (31/TFN)

Totally trick Elsinore & spares
Tons of goodies! FMF ported barrel with boost port and special piston, FMF porcupine head, 32mm Mikuni, super large nylon airbox and Phase 2 filter, motoplat ignition, No. 520 big chain kit, factory works swingarm, factory Koni aluminum bodied shocks, front fork increased travel kit complete with air caps (7½ inches of travel), tranny gears undercut for better shifting, new Metzeler front tire, comes with both upswept and downswept pipes, spare engine center and outer cases, transmission parts, extra clutch, stock ignition, extra barrel, piston and head to convert it to a 150cc, two gas tanks, two seats (one GP with extra padding), spare tires, rims, swingarm, handlebars, levers, cables, much more! Asking $1150.00, but will gladly consider taking $1200.00 or $1300.00. Bike only $950.00. Will NOT trade for electric golf cart, German Shepard or old girlfriend. Days (213) 820-3601 Ext. 54, evenings (805) 522-0885. (34/2x)

2 — 1971 SUZUKI 125s, hop up kits, much more, $400.00 ea. 1972 XL250 cam, Mikuni, pipe, desert ready, $650.00. 1974 Dunecycle, lights, more, $500.00. (714) 523-7905. (35)

Bultaco
'72 — 250cc, $475.00. '73, 350, $575.00. (213) 335-4762. (35)

'74 Yamaha 250 MX
Fwd. mounted shocks, Konis, fork kit, new front & rear tires. Must see to appreciate. Call days ask for Mike. $725.00. (213) 820-1564. (35)

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1974, 4 inch travel units. good condition. $30.00. (714) 879-2717. (35)

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Clean and reliable, extras, $450.00. (213) 679-2428. (35)

'71, 125 PENTON, excellent condition. Must sell, $350.00/best offer. (714) 835-8347. (35)

'74, 175 Husky W.R.
Very dependable and clean. Engine completely rebuilt. New Motoplat ignition, other extras, ridden very little, never raced. Must see to appreciate, $800.00. (714) 774-4440. (35)

'73½ SUZUKI TM 125 — VERY TRICK, fast, dependable, hardly used, excellent condition. $525.00 or best offer. (213) 335-9440. (35)

Smuggler 15'
Excellent condition, many extras, $1,400.00. (714) 774-1840. (35)

'74 PENTON 250 enduro, street licensed, like new condition, $1,100.00. (213) 869-7865. (35)

'73, 250 Husqvarna
Clean, fast and reliable, spring steel bars, new rear tire — extras. (714) 636-0745. (35)

Money tight?
No problem, new 1974, 360 MX, $899.00 plus T&R. (213) 861-4139 or (213) 861-6217. (35/2x)

'74 Yamaha MX 360
It has been ridden about 5 times about 3 hours. Need street bike because of family reasons. Will trade for street bike of same value. I bought it new. Tit still on tires, $725.00. (213) 768-6928. (35)

'72 Husky 450, $800.00
WR w/CR 5th — cut frame — mag. swingarm. Many extras — excellent condition — 60 day labor guaranty. (213) 340-2366. (35)

'74 Yamaha 125 MX
Excellent condition, Skyway downsweep, S&W springs on thermoflows, fork kit, just rebuilt, 400 knobby, more, plus extras, never raced. $600.00 firm. After 7 p.m. (213) 393-3127. (35)

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1970 Yamaha 360 enduro, $450.00. 1969 Yamaha 125, $250.00. 1969 Kawasaki 90, $150.00. 1972 mine enduro, Yamaha MX, like new, $250.00. Trailer, $100.00. Real clean — all run good. (714) 529-1277 or (714) 597-2901. (35)

'70 MAICO 250, Mikuni, ported, rebuilt eng. and more! $450.00. (213) 454-2492. (35)

Mellow Trumpet 500 twin
T100 SC classic single carb roadster, '64. Runs nicely with fresh top end. Cheap thrills for $450 or trade for VW. (213) 399-8524. (35)

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Clean Honda Elsinore
'74 Elsinore, moved up Boges, 250 sprockets and chain, ported milled head, 34 Mikuni, T&M pipe, CZ airbox, custom orange and white paint job, perfect condition. $695.00. Phone after 5:30 (714) 781-3857. (35)

Honda MT 250
1974, less than 500 mi., knobby tires, extra sprockets, full lighting, $650.00. Call Gerry, after 7:00 p.m. (213) 281-8433. (35)

MAICO PARTS. '73 fwd. mount frame, $250.00. Engine 250 square barrel, $100. Many pipes and other miscellaneous parts. Make offer. (213) 289-4042. (35)

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3½ gallons — trade for smaller Husky tank. (415) 656-9102. (35)

'72 Yamaha 250 MX
Used but well maintained, Vesco & stock tanks, F.M. Curnutts, fork kit, dual ignition, 6 plys, $500.00. (714) 496-8806. (35)

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Torque, handling, more torque, $700.00 or sell engine, $200.00 XLNT! Also 1975 XL-350 Honda, less than 400 miles, $900.00. (714) 685-7894. (35)

'73 Bultaco 250 Pursang
in excellent condition with very little time on bike. $650. or best. (714) 524-1651. (35)

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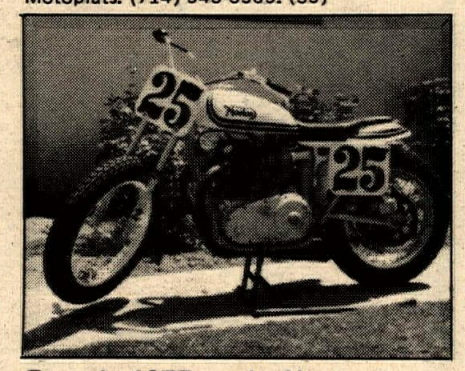
'73 DKW 125, shift kit, Curnutts, all new street equipment in box. '72 Husky 250 CR, 5-speed, new top end. Both have red lead Motoplats. (714) 543-3565. (35)



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Dirt tracker, like new. Contact Rob Morrison after 6 p.m. $2500.00. (213) 361-3652. (35)

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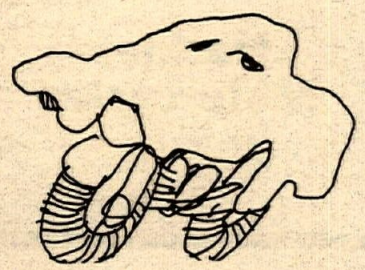
Call after 5:00 for info. Good condition, $300.00. (213) 837-4463. (35)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Most bike, $65.00. Heli arc, gas welding. Cases & frame repaired, magnaflux inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (35/4x)

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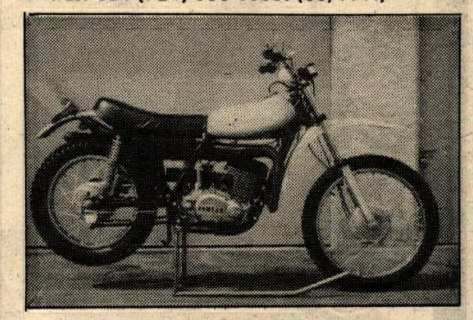
Forward mounted Konis, ported, many extras. Call (714) 533-0539. (35/TFN)



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Clip the coupon in this ad. Take it to your local Husky Dealer and buy a 1974 250 CR anytime between now and September 30, 1975. That's it! Nothing else to do but pick out $200 worth of free gear.

YOU GET
$200.00 worth of parts and/or accessories from the Dealer where you buy the bike — *FREE*. That's free, like in "No Charge". You can choose from anything he's got in his shop — Leathers, Boots, Helmets, Parts, Accessories, Clothing, Tires, Old Marvel Comics, WHATEVER — regardless of brand. That's it. No catches. No gimmicks. We put the tricks into our bikes, not our ads.

THE BIKE
It's the same one you wanted so badly in '74, but couldn't afford, remember? With these Husqvarna competition proven features:

- Magnesium Engine
- Reed Valve Induction
- Swedish Chrome-Moly Frame
- Forward Mounted Girling Shocks — LTR Suspension
- Husqvarna Forks — 7" Travel
- Husqvarna Wheels

This machine was way ahead of its time when we introduced it in '74. The quality and advanced features we put into this 250 have built a proven record of performance and kept it a favorite of winners all over the country. You can get a great deal on one right now, and pocket the $200.00 you'll save on all that extra gear. So clip it and run — you can't lose!

1974 HUSQVARNA 250 CR

Husqvarna *to win!*

COUPON GOOD FOR $200.00 WORTH OF PARTS AND ACCESSORIES WITH PURCHASE OF 250 CR '74.

Name _____

Address _____

Phone _____

Serial # of Bike _____

Dealer Name & Address _____

State & Zip _____ Date of Sale _____